SPECIAL ISSUE

AUTO EXPRESS

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SUVs' STYLE COUNCIL

TESTED New Audi Q3 takes the fight to cool Cupra

MITSUBISHI IS BACK

Verdict on crucial new Outlander PHEV

DRIVEN

VW ID. TIGUAN SPIED

Remodelled ID.4 caught out in the open

SCOOP SUPERMINI SHOCK

Posh DS 3 returns to its roots

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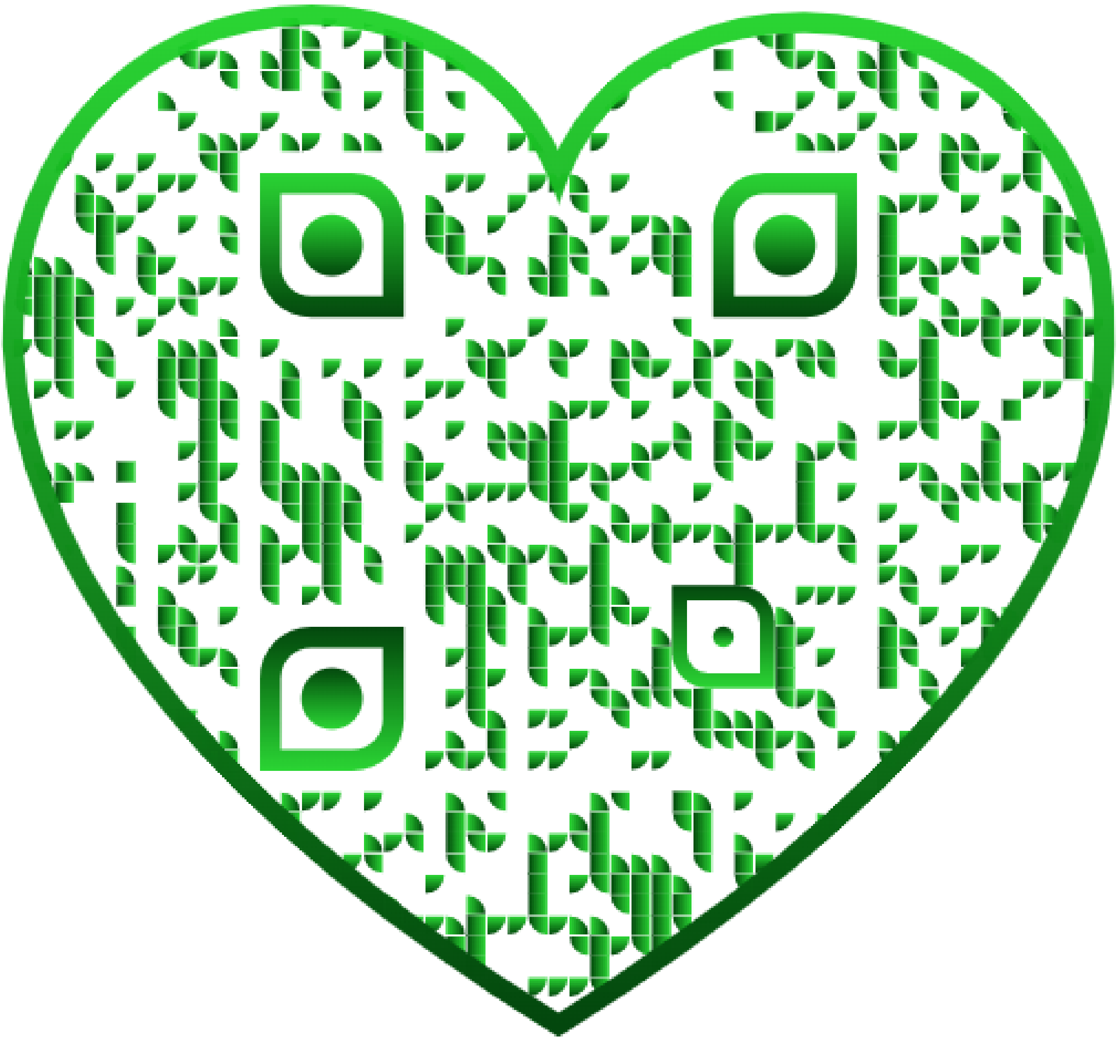

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Best Small SUV
Lexus LBX
WHAT CAR? CAR OF THE YEAR AWARDS 2025
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AUTO EXPRESS ROAD TESTS
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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THIS WEEK

CAN going back to its roots finally bring success for DS? I've always thought that the Stellantis-owned French premium brand has been hampered rather than helped in the long term by the enormous success of its first model – the chic little DS3.

One of the first real premium small car alternatives to the MINI, the DS3 hatchback sold in big numbers, and may have created the impression that the brand, rather than the appeal of the model itself, drove the success.

Nothing DS has done since has come close to building on that initial demand, and its larger models have, in the UK at least, pretty much sunk without a trace. DS only just passed 1,000 sales here in 2025, and only a dozen cars were registered in December – an appalling figure.

> **"THE UK HAS NEVER BOUGHT INTO THE IDEA OF A FRENCH LUXURY CAR BRAND, AND NO AMOUNT OF ALIGNING WITH HIGH-END PARISIAN FASHION IS LIKELY TO CHANGE THAT"**

Genesis, Smart, Alpine and even Jaguar – which was only selling old models it found at the back of the car park – outsold DS across the year, while Bentley and Maserati beat it significantly in December.

The French brand clearly needs something, and as appealing as the new No8 saloon or revised No7 SUV may or may not be, it makes sense for DS to return to the arena of its only real victory: fashionable small cars (Page 6).

In the UK we've never really bought the concept of a French luxury car brand, and no amount of aligning with high-end Parisian fashion or perfumes seems likely to change that. But a small premium car could be a smart move, especially as cities look to ban big, heavy SUVs and people with more disposable income potentially look for something small but sophisticated. After all, DS has always designed plush interiors, even if they have been ergonomically odd at times.

It may be that DS is a lost cause in the UK, and will simply have to settle for being a bigger hit in its home French market, where it at least passed 15,000 sales last year. But perhaps a classy small car could hit the spot in the same way as the original three-door DS3, before it morphed into a less-loved small SUV.

At present, that's something that the newer Chinese brands aren't yet offering in their relentless quest to flood the market with SUV after SUV. For DS, its past success could be the route to a more secure, and maybe even successful, future.

PAUL BARKER

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TOP STORY DS 3

Phil McNamara

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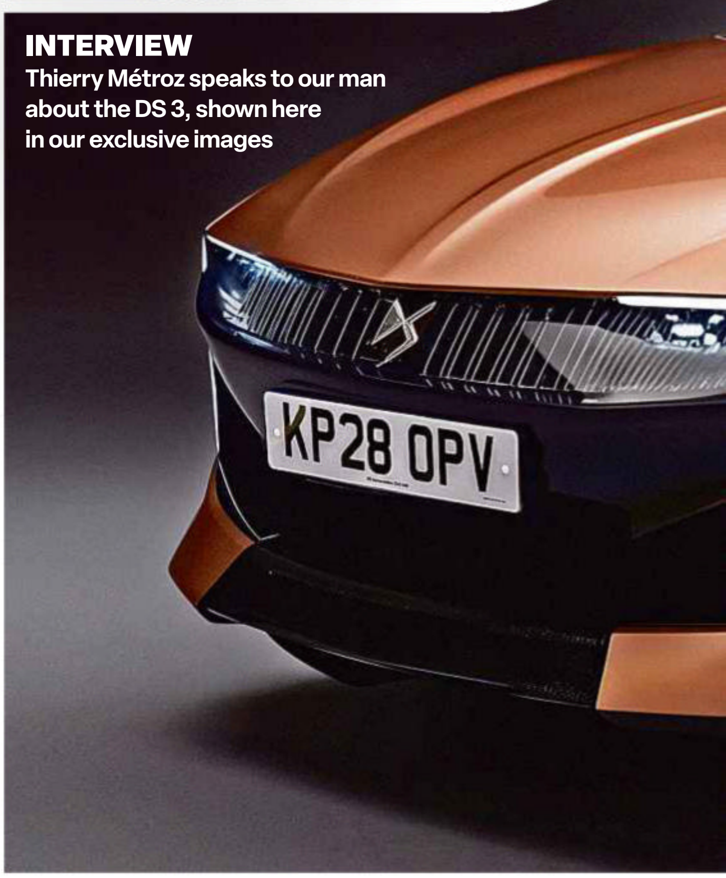
DS AUTOMOBILES



INTERVIEW
Thierry Métroz speaks to our man about the DS 3, shown here in our exclusive images

SCOOP

DS 3 hatchback is set to be revived t

DS Automobiles will revive its DS 3 hatchback as a "sophisticated" and radical car that will banish the brand's poor-selling baby crossover to history.

The first-generation DS3 hatch – launched as a Citroen in 2010 – is the brand's one unequivocal modern-day smash. It sold almost 500,000 units: a stark contrast with today's DS 3, reinvented in 2018 as a baby crossover and currently offered with electric and hybrid power.

"The focus of all my team is the next small DS," head of design Thierry Métroz told Auto Express at the Brussels Motor Show. "We would like to [recreate] the success story of the DS3 gen-one. We need a high-volume car with a very attractive price and a fantastic design."

Métroz has led DS design since 2012, with his team's cars becoming increasingly avant-garde and culminating in the dramatic No8 coupé-SUV. Expect elements of that model's eye-catching design – a low roof to boost aerodynamics, two-tone paint, striking lights, clean surfaces – to influence the forthcoming hatchback.

The DS team is working closely with Stellantis's new head of design Europe, Gilles Vidal, who created many of Peugeot's recent success stories before jumping ship to Renault to shape the Renault 4 and Scenic EV. He's working with DS, Peugeot, Citroen, Alfa Romeo and Stellantis's other marques to sharpen each brand's positioning.

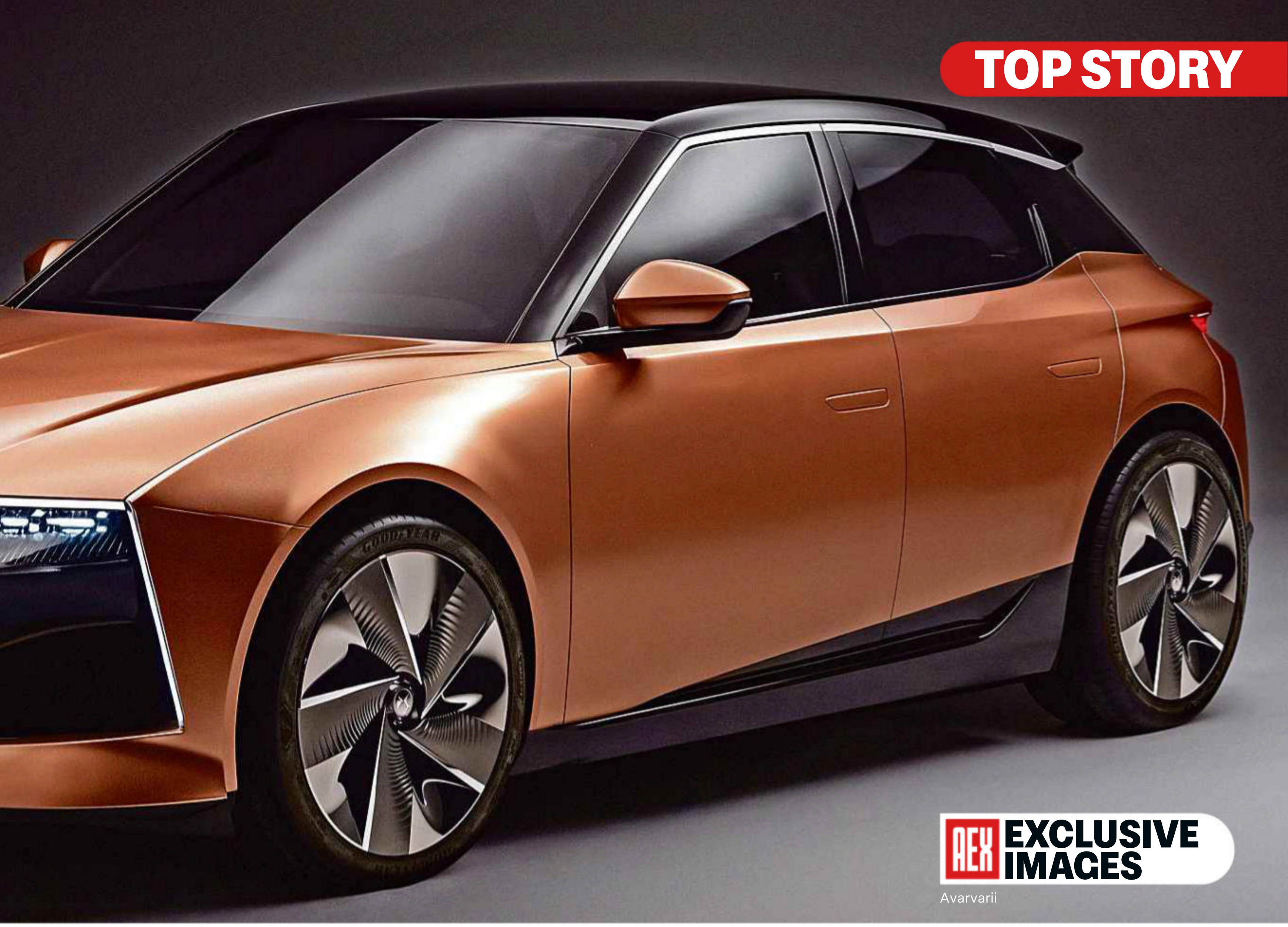
"We are looking to create a new design philosophy for this car. We would like to break [design] codes on this project," said Métroz.

With car makers including Audi and Ford in a small-hatch hiatus and many more focusing on crossovers, this type of car is ironically an unconventional move for DS. "[It's a] hatchback, definitely," confirmed the design boss. And will there be a crossover sister model? "No, we have only one [car]. But a very creative one that breaks all the rules."

Unlike the original, the new 3 will have five doors, although with disguised handles to smooth airflow. Métroz has to decide whether to continue with both DS 3s' shark fin window graphic: it's a signature touch but might be better deployed as a subtle detail rather than starkly interrupting the hatch's lines.

The first DS 3 was conceived as a Citroen C3 Coupé, and it spawned a 204bhp Racing version to mark the company's World Rally dominance at the time. Will the new 3 seek to take DS in a sportier direction?

"We are not a sporty brand," Métroz said. "The DS3 gen-one was not [excessively] sporty. It was very attractive for female customers, with a good 50:50 balance [between male and female buyers]. We would [again] like to find a good balance between ▶



EXCLUSIVE IMAGES

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DS 3 COMEBACK

o address French brand's sluggish sales, and design boss gives us the inside line

THEN VS NOW
Original DS3 was a sales hit but the current model (right) hasn't caught buyers' imaginations

THIERRY METROZ Head of design, DS

> **"WE NEED A HIGH-VOLUME CAR WITH A VERY ATTRACTIVE PRICE AND A FANTASTIC DESIGN"**

sportiness and making a sophisticated, very elegant car."

The 3 is sure to have a dynamic roofline and wide track for a good visual stance, without DS straying onto Alfa Romeo or Peugeot's more sporty turf – Métroz and design director Vidal will enforce that. But it's a delicate balance: "[No-one] wants a boring car!" said Métroz. "Many customers want a sporty feeling, something quite dynamic and with a strong character."

The DS 3 has been consistently sized around four metres long, and Métroz confirms the new model will remain in the 'B-segment' without too excessive a growth spurt. That suggests it's bound for the Stellantis group's most compact car platform.

"We would like to use the STLA Small platform," stated Métroz. It's set for commercial launch under the next-generation Peugeot 208 in 2027 and bound for the Vauxhall Corsa shortly afterwards, with engineers having striven to minimise weight gain and plumbing in hi-tech capabilities including steer-by-wire. The DS's ride and handling set-up will maximise comfort and refinement, two essential attributes for the brand.

STLA Small was originally conceived electric-first with combustion engines overlooked; the same thinking currently limits DS's No8 flagship – based on the STLA Medium platform – to EV-only.

"The DS 3 could be electric," said Métroz. "But it's a little bit too early to talk about that."

With EV market share lagging behind the projections that shaped product planners' decisions, and the European Union giving car makers some slack on zero-emission-vehicle targets, Stellantis engineers are now revising platforms and models to offer a mix of powertrains. And STLA Small is likely to embrace Stellantis's compact-hybrid powertrain, mixing a 1.2-litre turbocharged petrol and a small electric motor. The 143bhp unit should be good for electric drive 60 per cent of the time in urban areas.

THIERRY METROZ Head of design

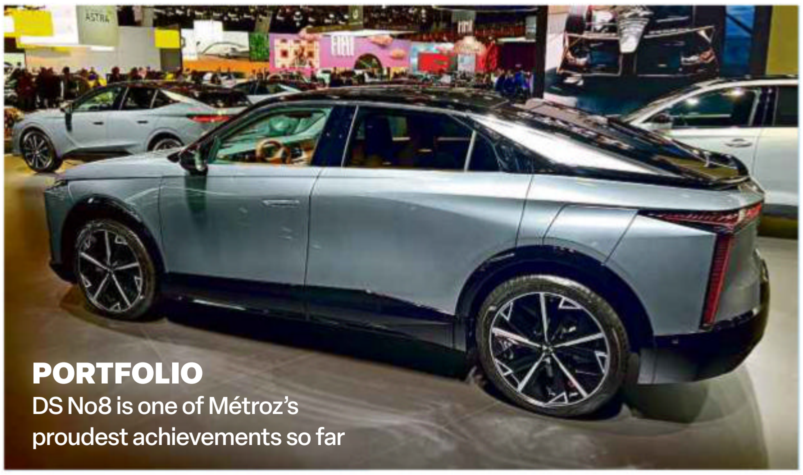
> "THE DS3 GEN-ONE WAS NUMBER ONE IN THE UK FOR ONE YEAR, ABOVE MINI. IT WAS A LOVE STORY BETWEEN DS AND CUSTOMERS"

Electric performance will be superior to today's Peugeot E-208 and Vauxhall Corsa Electric. The maximum battery size should grow from the current 51kWh to around 80kWh, although smaller packs will be offered as well. Engineers are also working on a new range of motors, with typical power ranging from around 130bhp to 220bhp. A new electric architecture will boost public DC charging speeds, too.

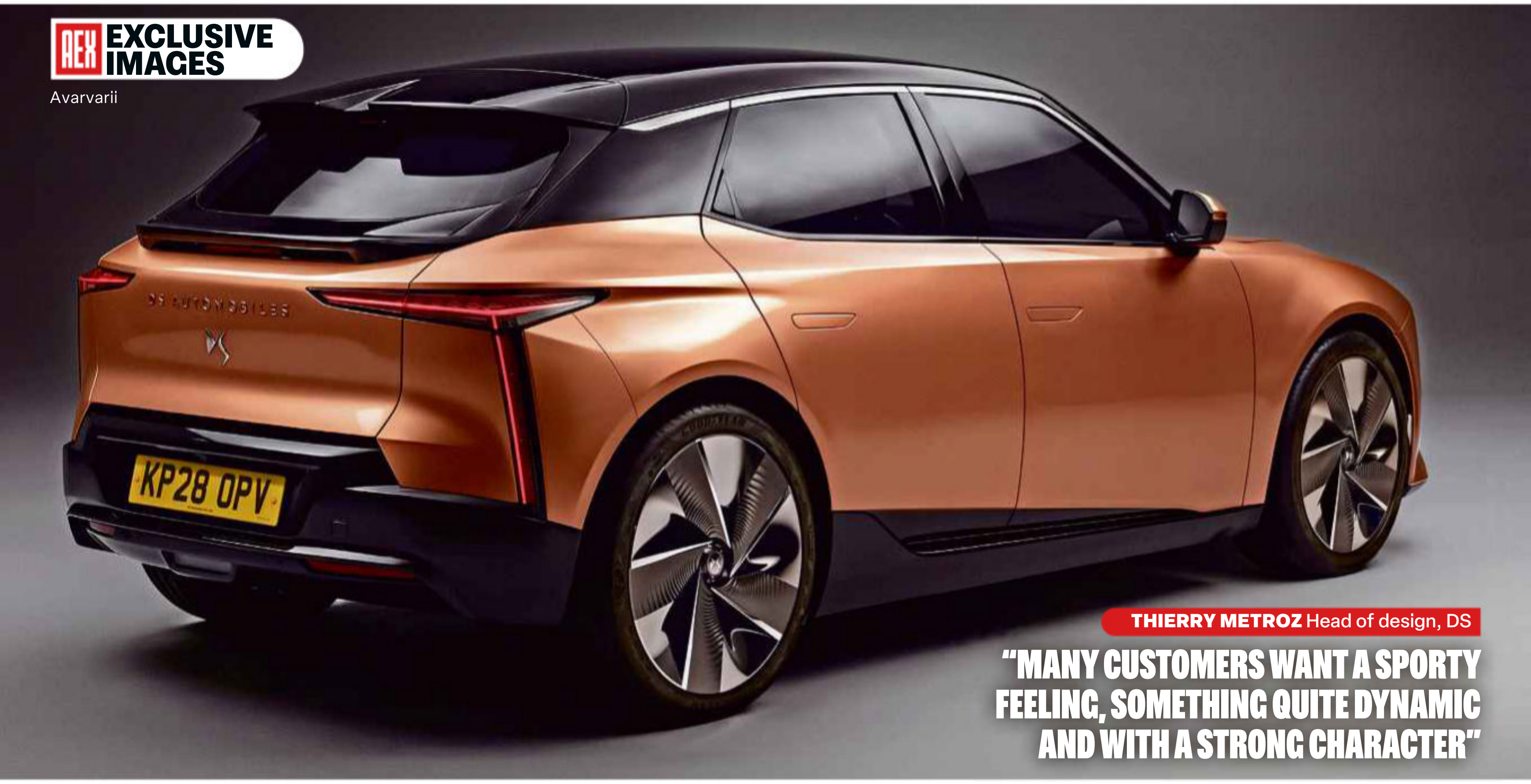
Today's DS 3 starts at £32,000, a lofty price that clearly stunts its commercial performance. Métroz is determined the new hatch's price should be "very attractive", and its Renault 5 arch-rival starts from £23,000 before its electric car subsidy reduces it further.

A keen price will help the DS 3 to unleash an army of desirable new hatchbacks to boost the brand's awareness, its biggest weakness. "The DS 3 gen-one was number one in the UK for one year, above MINI. It was a love story between DS and customers, not only in France but in Germany too," enthused Métroz.

DS has a new CEO, ex-Citroen product chief Xavier Peugeot, with a mission to rouse the French premium brand from its commercial slump. He's kicked off a dialogue with retailers, who are calling for a new DS hatchback, the design boss confirms.



PORTFOLIO
DS No8 is one of Métroz's proudest achievements so far



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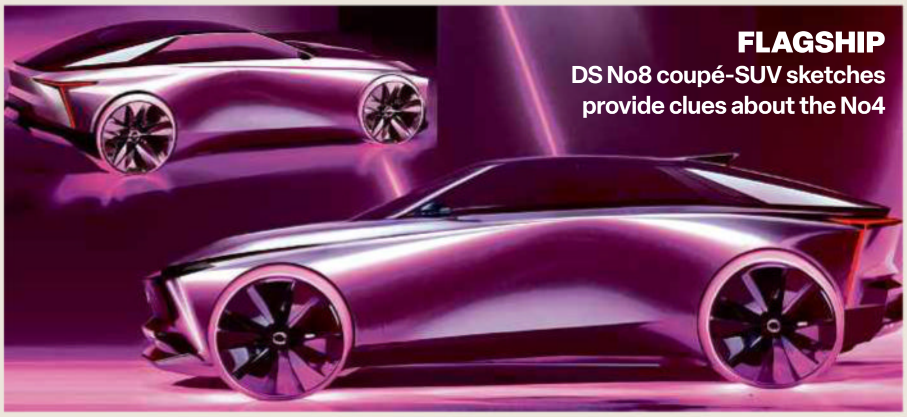
THIERRY METROZ Head of design, DS

> "MANY CUSTOMERS WANT A SPORTY FEELING, SOMETHING QUITE DYNAMIC AND WITH A STRONG CHARACTER"



FLAGSHIP
DS No8 coupé-SUV sketches provide clues about the No4

Radical new bodystyle is on the way to replace DS4

DS is also exploring a radical new bodystyle for the future DS No4, with the brand's CEO throwing down the gauntlet to his design director and product boss to innovate.

"My team is starting a very ambitious project at the moment," DS head of design Thierry Métroz told Auto Express. "We are looking to create something new to replace the No4, [something] very ambitious in terms of silhouette and design approach."

The recently facelifted DS No4 has a conventional hatchback form, with a touch of crossover due to more ground clearance than a VW Golf. But the next-generation No4 is shaping up to be much more radical, moving car silhouettes on from the SUV or sedan crossovers of recent years.

Work is at an early stage, with the DS design team having just completed the initial sketch work and moving into the 3D-modelling phase. Métroz's thoughts so far? "It's wow! Very exciting, very promising for the future."

The dream is to create a breakthrough smash, in the way the Renault Scenic invented the compact MPV in 1997. The trouble is, mould-breakers don't always succeed, as the Citroen C5 X – a recent mash-up of saloon, estate and SUV – showed.

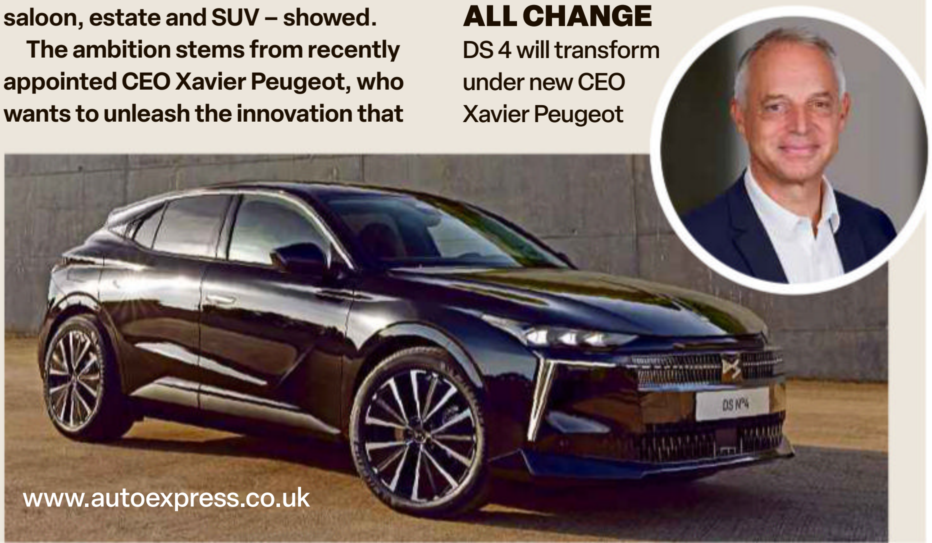
The ambition stems from recently appointed CEO Xavier Peugeot, who wants to unleash the innovation that created the original 1955 DS19, with its alien form, hydropneumatic suspension, disc brakes and swivelling headlamps. "I think we should also probably invent some new segments if we can," he told a handful of media including Auto Express last autumn.

Advanced design teams across the industry are looking for the next big thing – or even better, the next smaller thing, given that car manufacturers' shift to boxier SUVs has impacted their vehicles' efficiency, while length, width and weight have increased dramatically.

The unconventional silhouette of the flagship DS No8 may give some clues to the future DS No4. Métroz and his team lowered the coupé-SUV's roof and bonnet height to improve efficiency, a core DS principle.

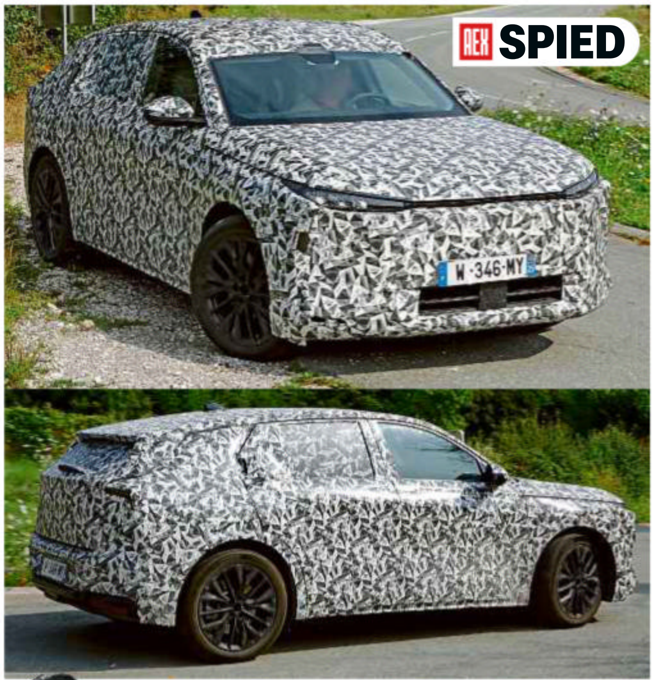
"With DS, we would like to be the most efficient of all the Stellantis brands," explained Métroz. "[That means] aerodynamic efficiency to have better range in the electric version, but also in the way we develop cars using fewer components. This [requires] fewer raw materials, is more sustainable and makes the car lighter to improve efficiency."

ALL CHANGE
DS 4 will transform under new CEO Xavier Peugeot



TOP STORY

Radical and bold new DS No7 SUV set to rip up the automotive rulebook



Automedia

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DS NO7
SUV will sit alongside DS No8, and could yet be offered with hybrid and EV powertrains

THE incoming next-generation DS No7 is further proof that the French firm doesn't like to do things like everyone else, with the UK boss telling us the new SUV will take the brand into a "very different space".

We've already seen the replacement for the now defunct but longstanding DS 7 testing on public roads, and recently, design director Thierry Métroz gave us our best look yet at the new model via camouflaged teaser images.

The new DS No7 was supposed to be revealed at this month's Brussels Motor Show, but delays have pushed the unveiling back to the spring, Auto Express understands.

"We'll bring on the replacement for DS 7 later this year," DS UK managing director Jules Tilstone told us. "We go into a very different space… it's a more extreme expression of what we started to do with the phase-two products".

This, along with the spy pictures, gives us a clear impression of how the new DS No7 will look. Expect a bold, heavily illuminated front end with blanked-off grille, slim headlights and angular, vertical daytime lights. The overall shape will be less rounded than before, with a tall, clamshell bonnet, high beltline and flush door handles.

Inside, there will be more inspiration from the No8. That's likely to mean a luxurious combination of materials such as Alcantara and leather, plus metal-like trim elements and lots of ambient LED lighting. It's not yet known if it'll adopt the X-shaped steering wheel, but the 16-inch touchscreen display will be shared, as will its internal software.

DRIVEN Geely's Sportag

Lotus-honed plug-in hybrid SUV offers an electric range of up to 84 miles

Ellis Hyde

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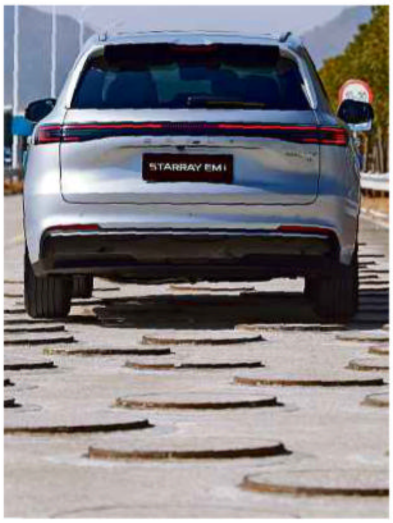


Geely Starray EM-i Ultra

Price: £34,990 **On sale:** February
Powertrain: 1.5-litre 4cyl petrol PHEV
Power/torque: 255bhp/262Nm
Transmission: Single-speed automatic, front-wheel drive
0-62/top speed: 8.2 seconds/105mph
EV range: 84 miles
Economy/CO_2: 201mpg /32g/km
Size (L/W/H): 4,740/1,905/1,685mm

SLEEK
There's no grille, despite a 1.5-litre petrol engine sitting under the bonnet

OFFICIAL

> "THE POWERTRAIN'S ENGINE ACTS AS A GENERATOR FOR THE ELECTRIC MOTOR, FOR A COMBINED 255BHP AND UP TO 201MPG OFFICIALLY"

BRITS can't get enough of mid-size family SUVs. Last year, the Kia Sportage, Nissan Qashqai, Hyundai Tucson, MG HS and Volkswagen Tiguan were among the top-10 best-selling cars in the UK. They're the rivals the new Geely Starray – a plug-in hybrid priced from less than £30,000 – has to beat.

We'll drive the Starray on British roads in a few weeks, but we managed to get an early taste during a visit to Geely's plant in Linhai, China, where the car is made. In fact, the factory-fresh models we drove were about to be shipped to UK showrooms, with plastic wrap on certain surfaces and the wheels.

It's not obvious there's an engine under the bonnet because the Starray doesn't have a traditional grille, making it look more like an EV. In fact, it looks rather sleek for a family SUV and more upmarket than you might expect, considering its price.

On the move, the Starray feels very EV-like. The only time the engine became vocal was when the battery ran out of juice and we accelerated hard up to motorway speed, which caused the four-cylinder motor to emit an unpleasant drone.

Geely claims it called on the boffins at Lotus Engineering to tune the Starray's chassis and dynamics to ensure it can cut the mustard on UK roads. However, there's little to no feeling or even weight to the steering, so we can only assume Lotus didn't put much work into that.

The test circuit lacked sharp bends but it did allow us to find out how the Starray handled poor surfaces: fairly well. It didn't crash into divots and there were no rattles or squeaks as we traversed stone cobbles.

The interior closely resembles those of other Chinese SUVs, such as the XPeng G6 and Leapmotor C10. Every Starray will feature a 15.4-inch central touchscreen with wireless Apple Carplay and Android Auto, plus a 10.2-inch instrument cluster. The version we drove was also equipped with a head-up display, wireless charging pad and an opening panoramic sunroof.

The tech feels on par with most other Chinese offerings. The touchscreen was responsive, the menus loaded quickly and the infotainment system wasn't too difficult to navigate, which is good because physical buttons are few and far between. Some drivers might find it hard to read the instrument display at a glance, though, because of the small font and the amount of information it presents you with.

When it comes to practicality, Geely says there are more than 30 storage spaces dotted around the cabin, including a large area underneath the floating centre console. Meanwhile, the Starray's 428-litre boot is a similar size to the plug-in MG HS's; there's also 100 litres under the floor.

Six-foot adults can happily sit in the back of the Starray, where there's lots of headroom and decent legroom. The rear floor is completely flat, which will help if you need to accommodate three people there.

The 'EM-i Super Hybrid' powertrain consists of a 1.5-litre four-cylinder petrol engine that acts predominantly as a generator for the car's electric motor. These work together to provide 255bhp, 262Nm and, according to Geely, up to 201mpg.

Depending on which model you go for, the Starray's e-motor is powered by either an 18.4kWh or 29.8kWh battery which, the brand claims, offers a massive pure-electric range of up to 84 miles plus a combined total of 618 miles. For context, the Sportage PHEV has a 43-mile EV range, while the plug-in Tiggo 7 promises 56 miles.

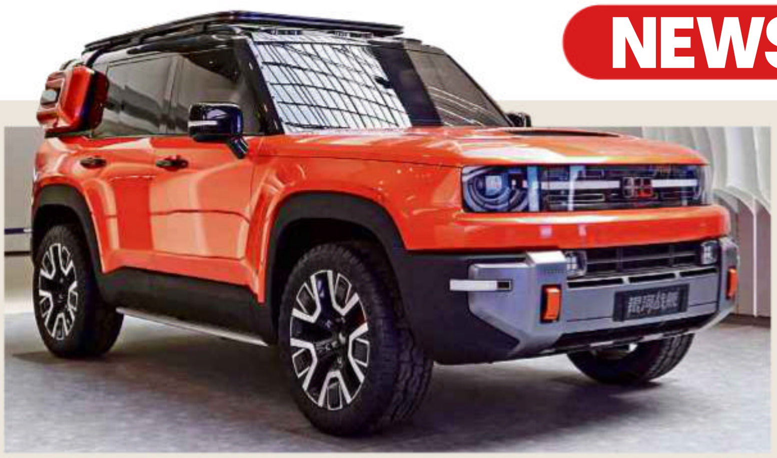
The Starray will be available in three trim levels: Pro, Max and Ultra, with

ge fighter

prices starting from £29,990. Standard kit includes the dual displays, heated seats, 360-degree cameras, keyless entry and 18-inch alloy wheels. An eight-year/125,000-mile warranty is also included.

VERDICT

BASED on our early drive out in China, the Geely Starray family SUV – which undercuts an entry-level Nissan Qashqai on price – represents stunning value for money. The sleek, upmarket exterior is sure to attract potential buyers, while the roomy interior offers more than enough space for a growing family and their cargo. That said, the Starray lacks the interior quality to match, and the tech on board feels no different to what we've found in pretty much every other Chinese car we've tested recently.



Galaxy Cruiser concept was originally seen at the Shanghai show last year

There's a Defender rival on the way, too

GEELY is also launching a rugged 4x4 to rival the legendary Land Rover Defender and Toyota Land Cruiser this year – and it'll come to the UK in 2028.

The firm unveiled the square-jawed Galaxy Cruiser concept last spring at the 2025 Shanghai Motor Show. And now, Flavien Dachet – head of the brand's design studio and the man who led the project – told Auto Express the show car is 90 to 95 per cent representative of the as-yet-unnamed production model that's expected to be revealed in the first half of this year.

The Galaxy Cruiser's design bears a very close resemblance to the Defender's, with hints of the Ford Bronco Sport in places, too.

Dachet acknowledged: "There was, of course, some inspiration [from iconic 4x4s]. But if you look at classic off-roaders, they always follow the same recipe.

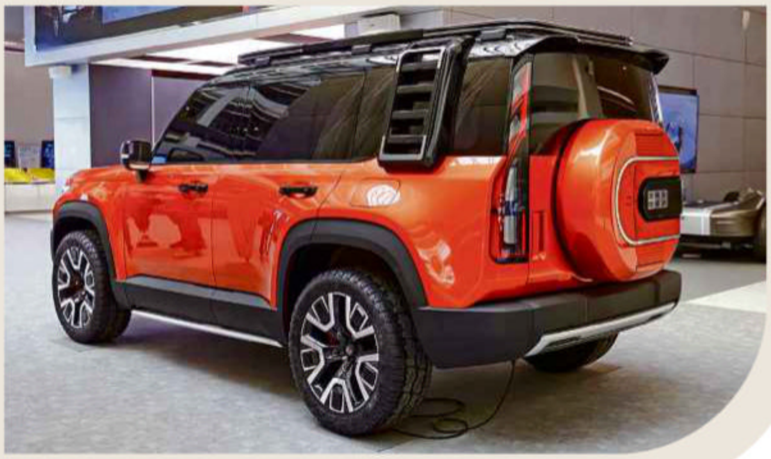
"Whether you're looking at the Defender, G-Wagen, Bronco, the classics, the codes are the same. So it's a matter of how we interpret it in a way that is recognisable."

Dachet also points out that no Chinese car brand has any off-road heritage of its own to draw from, so "they always look up to some of those international icons, to learn from them and generate their own, and add their own take on it".

One unique design element is the 3D daytime running lights that give the car its angry expression and put a twist on the round headlamps seen on iconic 4x4s. Dachet says these were influenced by the dancing dragons in Chinese culture. However, we're told these will be toned down for the production model.

Meanwhile, the Geely's interior will be more comfortable and premium-feeling than the "quite simple" cabin of the Defender, the design boss promised us.

We were also told that the production version will be based on the GEA Evo platform used by the Geely Galaxy M9 luxury SUV.



Kia lines up sleek estat

"IT'S CLEAR THE DESIGNERS HAVE PUT SOME LOVE INTO THE ESTATE, WITH NEAT TOUCHES INCLUDING HIDDEN REAR DOOR HANDLES"

Kia's new K4 estate combines a practical loadbay with a sleek silhouette

Jordan Katsianis

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THE Volkswagen Golf-rivalling Kia K4 hasn't yet touched down in the UK, but it's already gaining a second bodystyle that could add some appeal to the range. The K4 Sportswagon is a low-riding estate that will feature similar striking looks to the forthcoming hatchback, but with more space in the back.

UK prices and specifications will be announced closer to its launch date, but we expect a small rise over the current hatchback's £26k base price. This should see the entry-level model start at around £28,000, with the top-spec cars closer to £38,000.

At 4,695mm long, the new K4 Sportswagon is at the larger end of its segment. It's around 60mm longer than a current Golf Estate, for example, and only a few millimetres away from Japanese rivals such as the Toyota Corolla Tourer.

Kia quotes a boot capacity of 604 litres, 166 more than in the hatchback. But despite the K4 being longer than those key rivals, its capacity is just short of the Golf's. This probably comes as a result of the K4 Sportswagon's striking styling, with an even more svelte silhouette than the already sleek hatchback.

It's obvious that Kia's design team has put some love into the new Sportswagon, too, with nice touches including hidden rear door handles, plus a strip of brushed aluminium along the car's beltline and a chunky set of rear haunches.

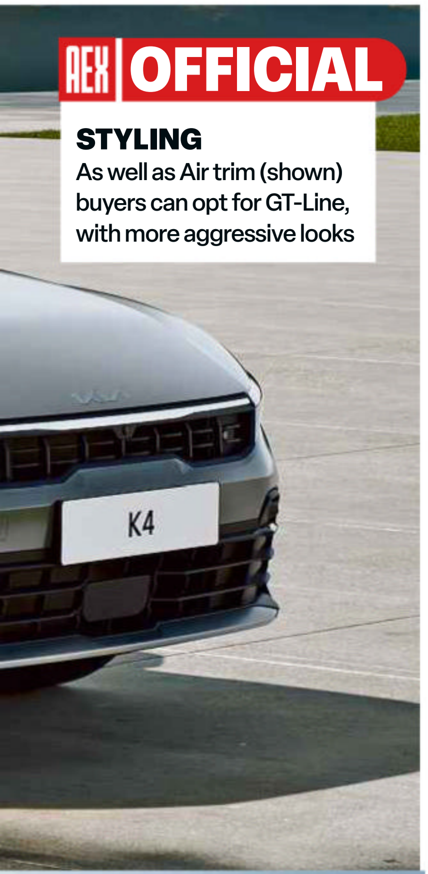
There will be two specifications available, with the entry-level Air model joined by GT-Line. The latter will feature more aggressive styling front and rear, as well as larger wheels and a sportier interior.

The Sportswagon has the same interior layout as the hatch, including the triple-screen set-up that features two 12.3-inch displays with a further 5.3-inch unit between. This sits on a clean and sleek dashboard with a few physical controls to operate things such as the stereo volume and air conditioning. There's also plenty of standard equipment, including wireless phone charging, parking cameras and embedded navigation.

Kia will offer three engine options at launch, starting with a 1.0-litre turbocharged motor with 113bhp. This will be available with either a six-speed manual or – together with an additional mild-hybrid element – a seven-speed dual-clutch (DCT) automatic. More powerful 148bhp and 176bhp 1.6-litre turbocharged four-cylinder engines with standard seven-speed DCTs will also be available, plus a full-hybrid option later on.

All K4s will be front-wheel drive, but there's no mention of an all-electric, diesel or plug-in hybrid model joining the range. Buyers wanting to cut their fuel bills will have to look towards the Korean marque's all-electric range.

te car to join its range...



OFFICIAL

STYLING As well as Air trim (shown) buyers can opt for GT-Line, with more aggressive looks

...As plans take shape for all-new flagship model for Korean brand

KIA says it's ready for a new halo model to join its range after it achieved another record-breaking year for global sales. The company's incredible growth over the past decade has established impressive market share in most key regions, with an enviable spread of both ICE and EV models.

But according to the brand, a new halo product could illuminate the firm's path ahead, in terms of both design and technology.

We've already been given a glimpse of what this could look like, thanks to the Meta Turismo concept revealed late last year. After speaking with Jochen Paesen, new head of advanced design at Kia, we now know that it does indeed preview an upcoming all-electric flagship model.

When asked whether the maker is ready for such a car, he said: "We think it is the right time to explore those things. [The concept] is not the only answer, but the fact we're taking this as an opportunity, we feel it's the right time to push these ideas, explore these ideas, work with these ideas, and find the answers we're looking for.

It's not unheard of for Kia to launch a high-spec model that previews its future direction – the Stinger GT did this in 2017. The rear-wheel-drive saloon, with a twin-turbocharged V6 petrol engine and luxurious interior took Kia over and above its former remit of affordable, mainstream models. It also previewed the brand's more emotive design language.

FLAGSHIP Meta Turismo concept hints at look of future Kia flagship, following in same vein as Stinger (below)

Talking about how the new concept will relate to a potential production car, Paesen told us: "the Meta Turismo was an internal study that happened to find its way out into the public.

> "KIA'S NEW HEAD OF ADVANCED DESIGN TOLD US THE META TURISMO CONCEPT DOES PREVIEW AN UPCOMING ELECTRIC FLAGSHIP MODEL"

"It looks at many things: a more emotional form language, and products that today we don't have in our portfolio," he said. "But at the same time it asks questions about how you use technology – less screens, a richer experience."

Kia has trademarked the EV7 and EV8 monikers, but it's possible that the model will have a name not following the current pattern, maybe even dipping into the past with a rebirth of Stinger.

Reboot for Volkswagen ID.3
ID.4 morphs into the ID.Tigu

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SPIED Disguised prototypes offer clues about the production cars launching

VOLKSWAGEN is poised for a very busy 2026. In addition to a new ID.Polo and ID.Cross being launched, the larger ID.3 and ID.4 are also in line for some substantial updates by the end of the year. We broke both stories over the past 12 months, but only now have we seen late-stage prototypes on public roads, confirming that significant changes are coming.

These will be focused around aligning the pair to the brand's new design philosophy, both inside and out. This should right many of the wrongs that Volkswagen's former button-free interiors and minimalist, almost austere design represented for customers. We'll have to wait a few more months until we see the cars in full, but these new prototypes give us lots of insight into what these updated models will look like.

The smaller ID.3 will stick with its name and general bodystyle, with the changes focused around a new nose and tail, plus fresh wheel designs and colour options. Beneath the subtle cladding, we can see that the headlights now sit lower on the nose and connect to the badge via a larger graphic. This could be illuminated – as it is on the ID.Polo – and hide matrix-beam LED headlight technology.

The lower bumper will be more sculpted, with larger outer vents to improve the aerodynamics, and a small central grille opening.

More fundamental upgrades will be found inside. Expect a more substantial centre console, soft-touch fabrics and a new digital interface.

But the big news can be found on the bigger-selling ID.4 – or ID.Tiguan, as it's expected to be called. In contrast to the updates to the ID.3, this switch to a new name will coincide with an all-new body, although the fundamental proportions of the ID.4 remain. This prototype clearly shows a very different design language is in the works, featuring cleaner bodywork and sharper lines.

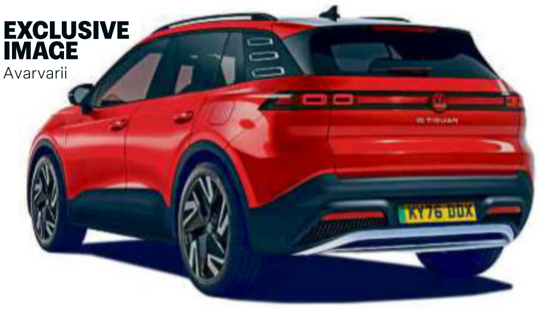
Beneath the prototype's camouflage are flatter and squarer door sills and lower bumpers, giving the overall design a stronger and more stable base.

The nose is all-new, with headlights that sit within a distinct frame. As is the case on the ID.Polo and ID.Cross, this element is expected to be illuminated across the full width, highlighted by a large glowing VW badge at its centre.

At the rear, the ID.Tiguan appears to have adopted the same lighting signature as its new siblings and, as on those cars, it will sit within a grey enclosure. The fins either side of the rear number plate are fake so won't be on the new model.

Inside, the ID.Tiguan will benefit from the same fundamental changes to the cabin as the ID.3, with higher-quality finishes, a new centre console and VW's latest user interface.

"THE ID.TIGUAN'S NEW NAME COMES WITH AN ALL-NEW BODY, ALTHOUGH THE FUNDAMENTAL PROPORTIONS OF THE ID.4 SUV REMAIN"



EXCLUSIVE IMAGE
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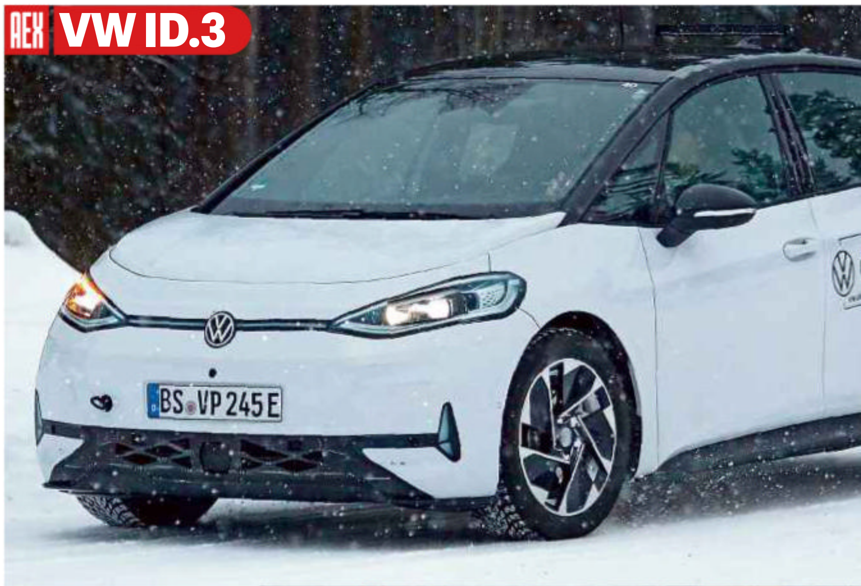
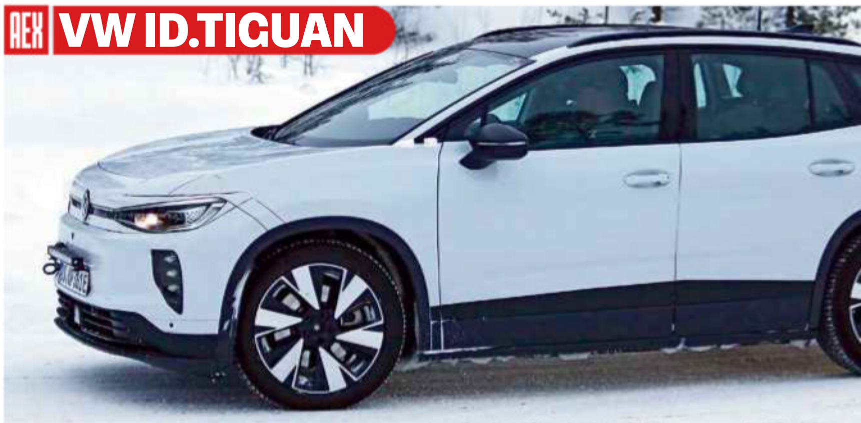


ID.3
Fresh face brings new headlights, possibly with a lightbar, plus restyled bumper and grille. But the major changes will be inside the hatchback



ID.TIGUAN
The mid-size SUV gets a sleeker look, complete with restyled front and rear lights. How we think it will look, left

as
an

this year

Automedia

VW Golf 50 is most expensive GTI ever

THE new Mk8 Volkswagen Golf GTI Edition 50 has just gone on sale for £47,995. That makes it the priciest Golf GTI to date, at £3,775 more than a standard GTI Clubsport and a £1,145 premium over the Golf R.

The extra outlay brings performance enhancements – namely more power (320bhp), less weight (1,430kg) and an extensively reworked chassis.

The Edition 50 tops out at 168mph and 0-62mph takes just 5.5 seconds. That's 0.3 seconds quicker than the iconic Mk7 GTI Clubsport S – a model that's regarded as the best GTI.

The new car comes with a seven-speed DSG gearbox featuring a special 'Nürburgring mode'.

Eviatiq ditched in favour of Peaq

SKODA'S new seven-seat electric SUV has been officially named. The Peaq is said to bring "the ideas of the Vision 7S concept into series production". It launches in summer.

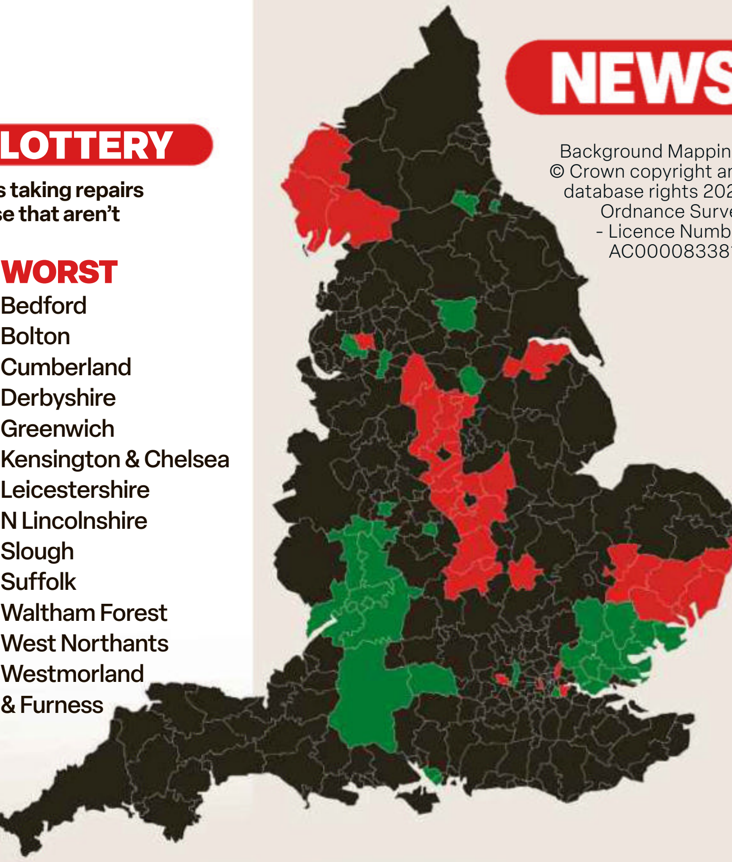
The announcement is something of a surprise, because it was previously thought the car would be called Eviatiq. The flagship marks a new generation of EVs for Skoda, ditching the 'E'-led names so far seen on the Enyaq and Elroq, plus the upcoming Epiq crossover.

Skoda says the Peaq has "been designed with a strong focus on the trusted brand values: space, practicality, and comfort".

POTHOLE LOTTERY

The English councils taking repairs seriously – and those that aren't

BEST	WORST
Coventry	Bedford
Darlington	Bolton
Essex	Cumberland
Gloucestershire	Derbyshire
Hillingdon	Greenwich
Leeds	Kensington & Chelsea
Lewisham	Leicestershire
Manchester	N Lincolnshire
Middlesbrough	Slough
Portsmouth	Suffolk
Rotherham	Waltham Forest
Sandwell	West Northants
West Berkshire	Westmorland & Furness
Wigan	
Wiltshire	
Worcestershire	



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Revealed: the worst councils for potholes

Tom Jervis

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THE worst councils in England for responding to pothole repairs have been named by a new Government map that aims to "highlight best practice and drive improved performance".

Published by the Department for Transport (DfT), the map is drawn up using data from the local road maintenance rating system. This evaluates each Local Highway Authority (LHA) on the overall condition of the network of roads within its constituency, plus its maintenance practices and expenditure. Each LHA is then assigned a colour – red, amber or green – depending on its performance.

Of the 154 LHAs in England, the vast majority were assigned the Amber rating, meaning that results were "mixed". But the lowest Red rating was given to 13 councils, listed above. There were several, however, that managed to achieve the top 'Green' rating, despite this requiring a tough score of more than 80 out of 100.

So why does all of this matter? According to the RAC, an average of just over £3.5 million is paid out by councils every year to drivers claiming for pothole damage to their cars – that works out at an average of £390 per claim.

Head of policy Simon Williams explained: "These new ratings are a positive move that will help drivers understand how councils are performing when it comes to improving local roads."

He continued: "While there are examples of good road maintenance practice taking place, this isn't consistent across the country. Drivers have, for too long, been left with sub-standard roads."

It's also worth acknowledging that while some councils may have wanted to withhold their data to avoid embarrassment, a policy launched by the Government last year means failing to do so could risk them losing 25 per cent of their road maintenance cash.

Going forward, the DfT says allocated funding will be "linked to performance, ensuring councils are encouraged to get on with the job and use taxpayer money efficiently to repair and maintain their roads before potholes form". Those rated Red will also benefit from a share of £300,000 in "expert planning and capability assistance."

Transport Secretary Heidi Alexander said: "We're increasing the funding for local highway authorities, with £7.3 billion to fix roads, and given them the long-term certainty they have been asking for."

Ford unleashes thrilling new Mustang Dark Horse SC model

GTD's road-biased brother gets 5.2-litre V8, but there's no news on UK sales

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RED HOT
Ford's Mustang Dark Horse SC has a V8 engine sitting under its aggressive front end

OFFICIAL

FORD'S Mustang muscle car comes in a variety of flavours these days – from the various V8 sports car options to the all-electric Mach-E. Now there's a new model to sit below the outrageous, track-focused GTD, and it's called the Ford Mustang Dark Horse SC.

The latest Mk7 Mustang has shown its penchant for circuit driving by setting a blistering Nürburgring lap time in range-topping GTD guise. The new Dark Horse SC version looks to take the GTD's ferocity and package it into a slightly more accessible, road-biased form. It's positioned as an alternative to the likes of the Porsche 911 GT3, BMW M4 CSL and its American arch-rival, the Corvette.

Pricing hasn't been revealed, but US order books open this spring with customer deliveries by the summer. UK availability hasn't been announced either, but with Ford's willingness to bring the GTD here in limited numbers at more than £300,000 a pop, there doesn't seem to be any reason why the Dark Horse SC couldn't follow. If it comes here, expect the SC to cost a lot more than the standard Mustang, which starts from just under £60,000.

The naturally aspirated 500bhp 5.0-litre V8 from the standard Dark Horse is replaced by the GTD's engine for the SC. It's a 5.2-litre V8, which is supercharged (Ford hasn't confirmed this yet, but the 'SC' part of the name is probably a clue). Whether it'll be tuned to the same 815bhp you find in the GTD remains to be seen.

"IT'S POSITIONED AS AN ALTERNATIVE TO THE PORSCHE 911 GT3 AND ITS AMERICAN RIVAL, THE CORVETTE"

Ford has ditched the Dark Horse's 10-speed automatic transmission for a six-speed manual. But instead of the eight-speed auto that's rear-mounted 'transaxle' in the GTD, the Dark Horse SC has a unique dual-clutch seven-speed auto, which we assume sits at the front of the car.

With the extra power expected from that supercharged V8, it's not a surprise that Ford has fettled the SC's chassis. The MagneRide dampers get new springs and there are also fresh sway bars, strut braces, knuckles (front and rear), control arms, unique steering tie rods and revised steering geometry. The wheels are the same 19-inch items as on the Dark Horse, but wrapped in Pirelli P Zero rubber.

According to Ford, some of the SC's aerodynamic modifications were adopted by the Mustang GTD race team, too. There's a new aluminium bonnet with carbon-fibre venting and a revised front bumper, also with extra venting, plus a fresh rear spoiler and bumper with the SC's four unique exhaust tips integrated.

Bronco RTR takes ride

FORD has brought out yet another high-performance variant of the Bronco off-roader. The more affordable Bronco RTR will sit beneath the Raptor in the range, but pack similar levels of high-end off-roading hardware, plus feature a distinctive new look.

It won't be offered in the UK, but in the absence of RS and ST models, it's nice to know that high-performance Fords are still going strong elsewhere in the world.

Rather than the Raptor's 3.0-litre V6, the RTR has a turbocharged 2.3-litre four-cylinder petrol engine. Power and torque figures have yet to be confirmed, but should be around 300bhp and 440Nm.

This derivative of the engine has been optimised to suit high-speed off-roading, with higher-spec

DISCOUNT Ford's price drop will make keeping older models on the road cheaper

Ford cuts spare-part prices by 25 per cent for its older models

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FORD has slashed the price of parts for the top-selling, but now discontinued, Ford Fiesta and other models by 25 per cent in a bid to "encourage sustainability by extending vehicle lifespan".

The brand says that across Europe, including the UK, 6,000 unique parts for 35 different models will see their prices drop by a quarter from this month.

In addition to the Fiesta, other Ford vehicles to benefit from these discounts include previous versions of the Focus, Mondeo, C-MAX, Kuga and Ranger – all of which were manufactured up until 2019.

We're awaiting confirmation of exactly which items will be included in the scheme, but Ford says that the "cuts apply to commonly damaged parts like bumpers, fenders and doors, as well as headlights and other lighting parts".

It's also unknown at this stage whether the price reduction will include mechanical components, such as parts of the engine or suspension, for example.

Another thing that's unclear is whether the discounts will affect insurance premiums; cheaper parts would make these Ford models less expensive to repair, which could, in theory, mean lower insurance quotes.

Ford believes the reductions will help bolster resale values for its European fleet; according to the firm, there are as many as 1.2 million Fiestas built between 2008 and 2017 still being driven in Europe today. That's perhaps no surprise given that the Fiesta was consistently one of the UK's best-selling models throughout its 47-year lifetime.

> "FORD BELIEVES THE PRICE REDUCTIONS WILL HELP BOLSTER RESALE VALUES FOR ITS EUROPEAN FLEET"

Ford Customer Service Division Europe's vice-president, Dr Wolfgang Voss, said: "We're committed to supporting millions of loyal Ford customers who continue to value and rely on their older Ford models, by passing on the cost reductions we've achieved in our business.

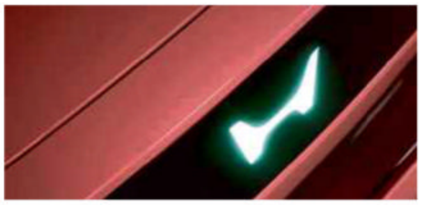
"Whether a much-loved family hatchback trusted with the school run every day, or a cherished car that puts smiles on faces on special occasions, our new parts pricing will help owners keep their Ford vehicles in top condition for years to come."

on wild side

cooling and a software-derived anti-lag set-up to keep the turbo spinning.

The engine is paired with a 10-speed automatic gearbox and a switchable all-wheel drive system. There are two chassis options: a base set-up of 33-inch tyres and beaded 17-inch wheels with 'high-clearance' suspension, or the 'Sasquatch package' with 35-inch tyres and a set of Fox dampers.

Lighting up time for Honda's fresh logo

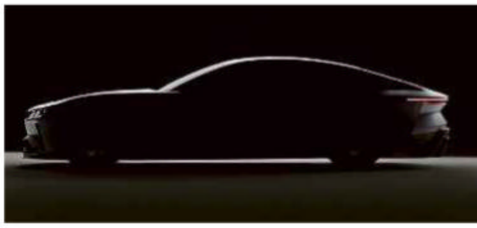


FOR just the fourth time in its history, Honda is changing its logo. A new, simple 'H' badge has been announced for the company's future EVs and "major hybrid models" – and it will appear for the first time next year.

The manufacturer says the design "represents two outstretched hands" and "embodies how Honda is planning to tackle the period of transformation" – referring to the growth of electrified vehicles. The logo has a retro look that's similar to the firm's original from 1963.

The badge was first revealed in 2024 on the 0 Series EV saloon concept. The new 0 Series SUV is likely to be the first production model to wear the updated logo, followed by the 0 Series saloon.

New Interceptor is taking shape



JENSEN International Automotive (JIA), a UK-based company that restores and re-engineers the original Jensen Interceptor, has revealed its plans to create an all-new and completely bespoke interpretation for the modern age.

Teased in an image that reveals a sleek fastback body, the project aims to bring the British brand back to life, as a rival to Bentley, Rolls-Royce and Jaguar.

Not much in the way of official information has been revealed, but the Oxfordshire firm has confirmed that its Interceptor will be built on an aluminium chassis, with a V8 engine mounted ahead of the four-seat cabin.

Hi-tech quad-motor set

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BMW M's performance EV's four e-motors provide different drive options an

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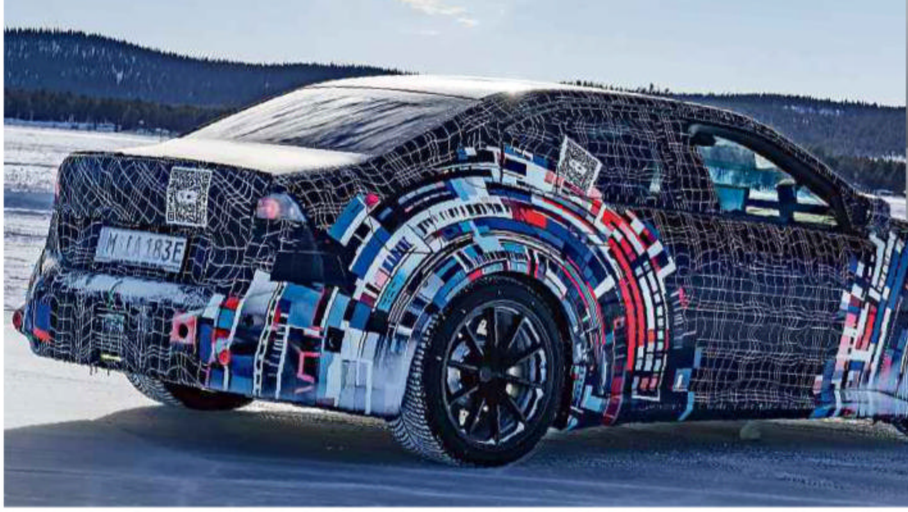


MORE details about the all-electric BMW iM3 have been revealed, giving us further insight into how the performance car will offer not only outrageous performance, but also a greater level of engagement and adjustability.

This technology will be spread across a range of models from BMW M, but first it'll be seen inside the new iM3, a model that will define the brand as it moves into its electrified future. The good news for purists is that the petrol-powered M3 won't lose out to this electric halo model – instead the two will sit together as representatives of BMW M's present and future.

The first bit of key news is confirmation that BMW M will fit a four-motor layout to its future full-fat electric M cars. While this was previously rumoured, we now have a much better understanding of how the expected four-figure horsepower figure will be distributed.

Each axle will have an identical set-up: two motors mounted symmetrically with their own integrated gearboxes. These will be single-speed items, because a two-speed system – as used on the Porsche Taycan – was deemed unnecessary, given the incredible scope of performance from the e-motors themselves.

BMW M hasn't confirmed an exact power figure, but we suspect it will break the 1,000bhp mark. The motors will draw power from a unique battery, which has "over 100kWh" of capacity, although once again, the final figure is still to be confirmed. For context, the battery in BMW's new iX3 is rated at 112kWh net, suggesting a figure similar to that is on the cards.

Beyond the iM3's bespoke battery, gearboxes and electric motors, BMW M has also confirmed the software that stitches all of these elements together is unique to the brand, building on the Neue Klasse models' 'Heart of Joy' set-up. This system is a central brain consisting of four computers that help BMW revolutionise the way its electric vehicles drive, steer and stop.

From this base, BMW M will be able to fully augment drive from the four motors, allowing tricks like a total decoupling of the front axle to make the car rear-wheel drive, or provide true torque-vectoring. The unique battery also allows the highest level of regenerative braking on any BMW, which is especially impressive considering that the new iX3 is already capable of coming to a full stop using only brake regen.

BMW has also confirmed that its powertrain will include virtual

t-up for iM3

d virtual gearshifts for a more involving experience

TESTING
iM3 is going through final tests ahead of its launch next year – and, below, how we think it will look

Avarvarii

AEX EXCLUSIVE IMAGE

gearshifts to give drivers a greater sense of connection to the car's raw performance. Whether these will be mapped to mimic an existing petrol powertrain, or something more space-aged, remains to be seen.

The iM3 might be BMW M's most advanced model when it arrives in 2027, but it won't be alone in this ultra-high-performance saloon space, because AMG and Alfa Romeo are also developing similarly sized rivals. BMW will also extend this powertrain to its iX3 SUV to create a new flagship version.

£30k Sealion 5 undercuts rival SUVs by £10k

THE BYD Sealion 5 DM-i will be priced from £29,995, the company has confirmed. The mid-sized SUV will be the maker's ninth UK model launch in less than three years, and is predicted to be one of BYD's largest sellers. It'll take on the Kia Sportage, Hyundai Tucson and Nissan Qashqai, as well as European alternatives such as the Volkswagen Tiguan – all for around £10,000 less.

Powering the Seal 5 DM-i are a 1.5-litre petrol engine and an electric motor producing a combined 209bhp. Comfort models get a 12.96kWh battery capable of 38 miles of electric range, 62g/km CO_2 emissions and 104.6mpg fuel economy, while Design variants benefit from a larger set of cells; the 18.3kWh battery lifts the range to 53 miles on the WLTP cycle. This means lower (48g/km) CO_2 emissions and 134.5mpg.

All models come with kit including 18-inch alloy wheels, automatic LED lights and a rear-view camera.

AEX SPIED

Automedia

Disguised SUV looks to be longer than the Cullinan, but lower and sleeker

Rolls caught testing its second EV, and this one's going to be a beast

ROLLS-ROYCE is readying an all-electric SUV that will join the Spectre coupé as the brand's second EV in 2027.

Little is known about the new model, but new spy shots from BMW's winter testing program reveal a prototype that's both very large and quite different to Rolls-Royce's first SUV – the more upright Cullinan. Instead, this new model is lower and sleeker, with an almost wagon-like silhouette and shallower windows.

Yet while it looks lower, this new electric SUV is most unquestionably longer than the Cullinan. This is quite a feat, considering that car is already more than 5.3 metres long, so we expect this model to sit somewhere between the Ghost and Phantom saloons in size, at around 5.3 to 5.4m.

There's no mistaking this car's core Rolls-Royce design cues, dominated by a long bonnet, upright nose, and short front and long rear overhangs. Look closely at the camouflage and you'll also see the same rear-opening 'coach' doors, and a set of small Spectre-inspired rear lights.

Under the skin, the battery technology should be based on the Neue Klasse architecture from parent company BMW. But the sheer size and weight of the new SUV will probably limit range to somewhere in the 300 to 400-mile ballpark.

Omoda's 5 SUV is now available as a hybrid with prices from £25,740

OMODA has revealed a new hybrid version of its popular small SUV. The 5 SHS-H will join the petrol and full EV variants from March and is priced from £25,740, undercutting similarly sized rivals from Hyundai and Kia.

The new hybrid engine pairs a turbocharged 1.5-litre four-cylinder engine with a small electric motor and 1.83kWh battery pack. This powers the front wheels through a hybrid transmission (DHT) gearbox. Power is rated at a combined 204bhp, for a 0-62mph time of 7.9 seconds, and official average economy is 53mpg.

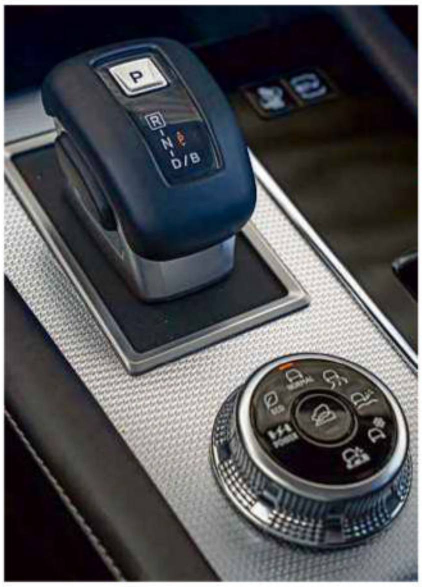
Omoda will offer two variants at launch, kicking off with the entry-level Knight model. Standard equipment includes two 12.3-inch digital displays, plus LED lighting all-round and wireless Apple CarPlay and Android Auto. The £29,240 Noble adds a comprehensive surround-view "540-degree" camera system.

24 **AUDI E-TRON GT PERFORMANCE**
Chassis tech is star of the show

26 **CHERY TIGGO 8**
Seven-seat SUV targets Kodiaq

28 **MERCEDES VITO TOURER**
Van-based MPV on UK roads

FEATURES Rotary control on the centre console gives easy access to the drive modes; high-set driving position helps with visibility, but makes you feel perched on the car, which might not suit everyone



FIRST DRIVE Japanese brand is returning to the UK after of what's to come with a German-spec version of its plug-

Mitsubishi

Rolf Klein

MITSUBISHI handed in its notice in the autumn of 2021, leaving the UK market to focus on more profitable regions as appetite for EVs gained momentum. Now, almost five years later, a return is on the cards; in the summer of 2026, a renewed Outlander PHEV and L200 pick-up will go on sale in British showrooms.

To get a taste of what's to come, we've grabbed the keys to a European-spec Outlander on German roads, where the Peugeot 5008 rival has been on sale since 2025. While most Mitsubishis sold in mainland Europe are rebadged Renaults, such as the Clio-based Colt and larger Symbioz-inspired Grandis SUV, the Outlander shares underpinnings with Nissan's X-Trail and Rogue.

The Outlander has massive road presence, having grown in width by 60mm since it was last sold here and measuring more than 4.7 metres from nose to tail – longer than a Kia Sportage, but shorter than the Korean brand's seven-seat Sorento. The Mitsubishi's chassis offers substantial ground clearance of 200mm, suggesting it can handle more than just the school run; the maker's

ESSENTIALS

Mitsubishi Outlander PHEV TOP

Price: 56,490 Euros (£48,965)
On sale: Summer 2026
Powertrain: 2.4-litre 4cyl petrol, 2x e-motors
Power/torque: 302bhp/450Nm
Transmission: Single-speed automatic, four-wheel drive
0-62mph/top speed: 7.9 seconds/106mph
Economy/CO2: 353.1mpg/19g/km
EV range: 52 miles
Size (L/W/H): 4,719/1,862/1,746mm

five years. We get a taste in hybrid Outlander 4x4

> **"It has massive road presence, having grown in width by 60mm and measuring more than 4.7 metres from nose to tail"**

Outlander PHEV

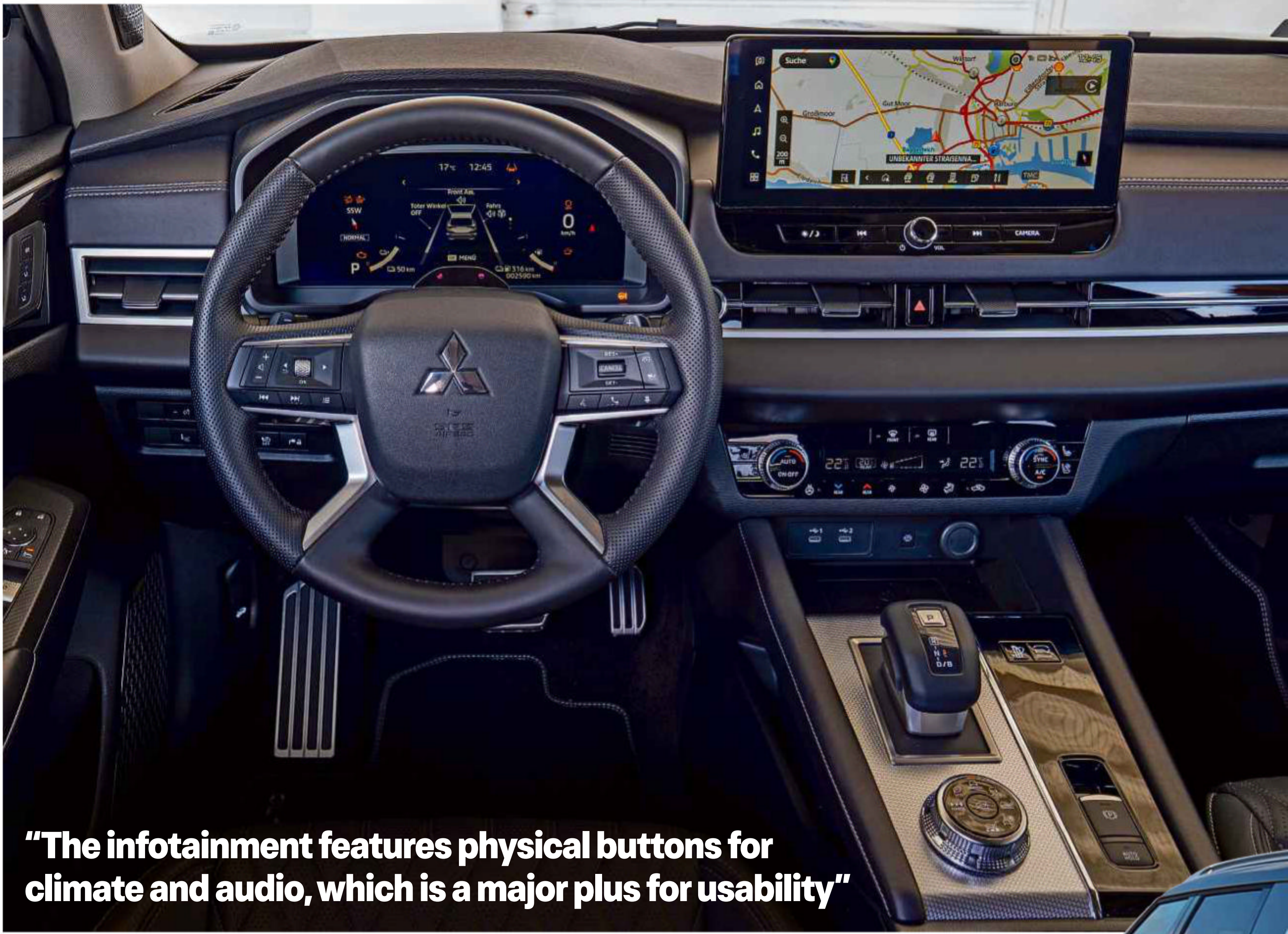
roots in capable off-road vehicles will be a major selling point when the Outlander returns to the UK.

Under the bonnet lies a proven 2.4-litre naturally aspirated four-cylinder petrol engine. It produces 134bhp and is supported by two electric motors: a 114bhp unit at the front and a 134bhp one at the rear; the total system output stands at a not insignificant 302bhp. The hybrid set-up is the star of the show and the Outlander always starts in electric mode. The transition to petrol power at speeds above 40mph is remarkably smooth, utilising an automatic clutch to drive the front wheels.

> **"The hybrid system is the star of the show and the Outlander always starts in electric mode"**

The 0-62mph sprint takes 7.9 seconds, which is brisk enough while not worrying the current crop of electric SUVs. But the Outlander isn't designed to be a sports car; in slalom and avoidance tests, we found the 4x4 understeers early and the rear axle can feel a little light at times. The ESP (Electronic Stability Program) intervenes roughly during fast manoeuvres, too. The car's ride is generally solid, but can feel unsettled over particularly harsh ridges or potholes. It is quiet on the move, though, making the all-wheel-drive Mitsubishi a fairly competent cruiser on the motorway.

The lofty driving position does give the sensation you're perched on the car rather than within it, and this won't suit all customers. The rear seats are arranged in a theatre style, positioned 30mm higher than the front seats to improve visibility for passengers, while the backrests offer three-stage adjustment. Legroom is generous, although the ▸



“The infotainment features physical buttons for climate and audio, which is a major plus for usability”

sunroof eats into the headroom of any passenger who is more than six feet tall.

The boot provides 498 litres of space, expanding to 1,404 litres with the back seats folded, which is reasonable but far from class leading. You do get a 230-volt socket (ideal for e-bikes or camping gear) back there, plus solid-metal lashing eyes bolted directly to the bodywork – a rare and robust touch in this class. Furthermore, the Outlander PHEV can tow a braked trailer weighing up to 1,600kg.

Bizarrely, Mitsubishi has stuck with CHAdeMO charging tech, rather than the more modern and now more common Type 2 or CCS standard. But this does allow for rapid DC charging, getting the battery to 80 per cent in just 32 minutes. Overall range sits at 52 miles on the WLTP cycle – a number we pretty much matched in our testing. That’s more than an outgoing Toyota RAV4, but well behind what many of the new Chinese SUVs – such as the MG HS PHEV – can manage.

Mitsubishi claims a wild 353mpg on the combined cycle, although as with all plug-in hybrids, efficiency will vary hugely depending on how often you connect to a home wallbox or public charger. We averaged 53.5mpg overall, and the manufacturer reckons even with a flat battery you’ll return close to 40mpg – not far off what you’d expect of a non-plug-in hybrid SUV of this size.

The infotainment system features physical buttons for climate and audio, which is a major plus for usability. However, there are significant frustrations with the software; the TomTom sat-nav system is outdated and often fails to display traffic-free routes clearly, while some of the driving aids – such as the speed-limit warning and driver-monitoring alerts – are hypersensitive and intrusive. Disabling them requires a deep dive into the menu every single time you start the car, navigating through confusingly named options such as ‘Driver Ass. Cust.’ (Driver Assistance Custom) – a tiresome process that never feels truly intuitive.

We’ll need to wait a little longer before we get full UK prices and specs, but using our European test model as a guide gives us a good idea of what to expect when the Outlander arrives here. Five trim grades are offered in Germany, with even the base 46,990 Euros (£40,730) car getting kit including LED headlights, 18-inch alloy wheels and a suite of safety systems, plus twin 12.3-inch screens with Apple CarPlay and Android Auto.

We drove the high-spec TOP, while 58,490-Euro (£51,000) flagship models fitted with the optional

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PHEV

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CAMERA

OUTLANDER
FB OZ 236E

FB OZ 236E
www.mitsubishi-motors.de
OUTLANDER
PHEV

ON THE ROAD

The switch from electric to petrol power is smooth and the Outlander is quiet on the move. The ride is solid on the whole, but can be unsettled by potholes and other road imperfections

'Luxury Package' get a longer list of standard kit. Here, you'll find extra body-coloured trim and bigger wheels, privacy glass, adaptive headlights and a panoramic roof, plus a powered tailgate, head-up display and three-zone climate control. These versions get a higher-quality cabin, too, with heated leather seats front and rear.

The final thing we're waiting on is information on the dealer network and warranty cover. In Europe, Mitsubishi offers a strong eight-year, 100,000-mile guarantee, which covers both the vehicle and the battery, beating all-comers from MG, Kia and Hyundai, to those from established European brands such as Renault and Volkswagen.

AEX VERDICT ★★★½☆

THE new Outlander represents a solid return to form for Mitsubishi, offering a polished hybrid system and genuine off-road know-how. However, the 4x4 struggles with weight, intrusive safety software and a potentially premium price tag that pushes the model into tough new territory. The true test will come when we drive the car in the UK, with confirmed prices and specifications.

Audi R
GT Pe

FIRST DRIVE Tweaks boost effici
control tech promises to be the st

INTERIOR
One thing that hasn't changed is the quality of materials and fit and finish, which are still impressive

ESSENTIALS
Audi RS e-tron GT Performance Vorsprung

Price: £166,425 **On sale:** Now
Powertrain: 105kWh battery, 2x e-motors
Power/torque: 813bhp/1,027Nm
Transmission: Two-speed automatic, four-wheel drive
0-62/top speed: 2.5 seconds/155mph
Range: 365 miles
Max charging: 320kW (10-80% in 18 mins)
Size (L/W/H): 5,004mm/1,964mm/1,402mm

Jordan Katsianis
Jordan.Katsianis@autoexpress.co.uk

BACK in 2021 Audi launched what should have been its halo product for the next generation: the e-tron GT. It was an elegant saloon, with world-beating electrified performance and the most extreme take on a new design language that was to define new models for a decade.

But fast forward five years and things haven't quite worked out so well. Sales of the luxury four-door have been sluggish, and Audi's design and technological direction have taken a dramatic turn towards a simpler, less cluttered approach. This might have made the e-tron GT something of a black sheep in the current range, one built and designed with an ideology that was killed off almost before it began. But after a quietly announced set of updates, the new e-tron is now proving itself, and in some pretty spectacular ways.

These changes are not exclusive to the range-topping Performance trim, but they're most evident in it; Audi has fitted a new, lighter battery, with its capacity upped from 93kWh to 105kWh, plus new motors and inverters.

The e-tron GT's charging rate has also been upped from 270kW to 320kW, and because the car has always run on a top-spec 800V electrical architecture, a top-up from 10-80 per cent is claimed to take just 18 minutes.

Performance has improved, too, but perhaps more importantly so has range, with Audi quoting up to 386 miles possible from the entry-level e-tron GT quattro, and still around 365 miles even on this 831bhp RS Performance flagship.

Acceleration is brutal, relentlessly putting the driver and their passengers through an initial shock of forward momentum that carries on until you're pushed far beyond the national speed limit. From a standing start, Launch Control will help dispatch the 0-62mph sprint in 2.5 seconds, making this the fastest Audi ever.

Like former e-tron GTs, and the Porsche Taycan with which it shares lots of technology, there's a two-speed transmission on the rear motor that elicits a subtle but satisfying jolt at around 60mph as it flips up to the cruising gear.

Amazingly, despite having such power, the car feels incredibly controllable and not intimidating. Clear and authentic throttle response, together with excellent brake feel and a good level of off-centre steering feel help the prodigious 1,027Nm of torque feel manageable. This is thanks to a superb new Active Suspension system that's standard on this Performance Vorsprung model, but a hefty £6,710 option on others.

This new suspension system uses electronically controlled hydraulic dampers to infinitely control the body's movements. As a result the Audi does without traditional anti-roll bars, and while it is still on air springs, the dampers allow it to react far more quickly to dips in the road, or indeed to the extraordinary effects of so much performance on the chassis.

The benefits are clear from the moment you move off, because the set-up keeps the body incredibly stable, increasing the feeling of agility and engagement. This yields astonishing ride quality, with almost unbelievable softness and comfort, without ever feeling out of control or sloppy. It's uncanny; the e-tron glides over broken surfaces without occupants being aware of them.

There are a few slightly more gimmicky elements to the suspension system, such as the dramatic way it rises when you open the doors, or the ability to very subtly lean into bends under hard cornering

“The e-tron glides over broken surfaces without occupants being aware of them”

DRIVING Flagship model offers incredible acceleration, while the Active Suspension is a revelation

RS e-tron rformance

ency but new chassis
ar of the show

to counteract the car’s natural body roll, but this Audi really is one of the finest-riding new cars on sale – which is incredible considering its exceptional body control and 21-inch wheels.

In terms of the chassis and the way it drives, the new e-tron GT has taken a colossal leap forward, but the rest of the package is fairly similar to before. Yet given what we know about Audi’s more contemporary digital packages, the relatively small touchscreen display and physical air-conditioning controls are a refreshingly simple touch.

The build quality and materials are also from a different Audi era, so there are very few scratchy plastics, plus you get a sense of solidity missing from the company’s newer models. Space inside is tight – especially in the back seats – and the boot capacity isn’t particularly useful at 351 litres, but the small compartment under the bonnet is a handy spot for storing the charging cables.

We’d suggest the Performance’s extraordinary acceleration isn’t strictly necessary, but saving (more than) a few thousand pounds and going for a mid-spec S e-tron GT or even the base quattro variant fitted with the same Active Suspension might just create one of the finest electric vehicles on sale right now.

Good things come to those who wait for e-tron buyers, it seems. Shame it wasn’t like this in 2021.

VERDICT ★★★★☆

IT’S not often that cars get significantly better with age, but Audi’s e-tron GT is one of these models. Some not-so-small tweaks under the skin – including astonishing new chassis technology – give this high-performance EV far greater breadth of ability than before. It’s still expensive and a little cramped inside, but Audi’s found the sweet spot in its e-tron GT.

Chery Tiggo 8

FIRST DRIVE After a successful UK debut with the Qashqai-rivalling Tiggo 7, Chery has its sights set on the Skoda Kodiaq

Alastair Crooks

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RANKING third in our recent rundown of the most important Chinese car brands – behind only BYD and MG – Chery is a company you should be paying close attention to.

Its new range of SUVs is targeting buyers with keen pricing, loads of standard kit, efficient engines and strong practicality. The formula was proved with its first UK offering, the Nissan Qashqai-rivalling Tiggo 7, and now the Tiggo 8 is looking to do the same in the seven-seat SUV category.

Pricing starts at £28,545 – nearly £10,000 less than the Skoda Kodiaq, as well as undercutting rivals including the Peugeot 5008 and Kia Sorento. That headline price is for the pure-petrol Tiggo 8, but if you want the plug-in hybrid, it'll cost £33,545.

Standard equipment with entry-level Aspire trim is strong. It includes 19-inch alloy wheels, a 15.6-inch touchscreen, wireless Apple CarPlay and Android Auto, 50W wireless charging pad, a 540-degree exterior parking camera system, LED headlights and an electrically adjustable driver's seat.

Pay an extra £3,000 for Summit trim and you get a panoramic sunroof, hands-free electric tailgate, 12-speaker Sony stereo, ambient cabin lighting, a heated steering wheel, heated, ventilated and massaging front seats, heated second-row seats, a head-up display and illuminated door sills.

Chery has tried to jazz up the interior with some diamond shapes in the doors and some faux-wood grain on the dash. The end result is a fairly smart-looking cabin – but one devoid of any excitement.

We found the quality fairly impressive, though. The synthetic leather is soft, the buttons are nicely damped and there's a sturdiness to the switchgear. That quality extends to the middle row, but there are a few more scratchy plastics in the third row, and in the Summit car we drove, the panoramic roof creaked over large bumps and rough roads.

The Tiggo 8's large central touchscreen has a crisp resolution and it initially responded quickly to our inputs. However, as we delved deeper into the menus, we noticed it slowing down.

The usability of the infotainment is – literally – a little hit and miss. On the move, it's difficult to operate frequently used functions such as the climate control, which is annoyingly located on a thin tab at the bottom. Apple CarPlay and Android Auto are standard, but they could have been better integrated; switching between the air-con controls, for instance, requires several prods of the screen.

ESSENTIALS

Chery Tiggo 8 Super Hybrid Summit

Price: £36,545 **On sale:** Now

Powertrain: 1.5-litre four-cylinder petrol, 1x e-motor, 18.4kWh battery

Power/torque: 201bhp/365Nm

Transmission: Three-speed auto, front-wheel drive

0-62mph: 8.5 seconds **Top speed:** 112mph

Economy/CO2: 211mpg/31g/km

EV range: 56 miles

Size (L/W/H): 4,725/1,860/1,705mm

REFINEMENT
Thanks to double-glazed windows all round, there's little road and wind noise inside the Chery, even when cruising on the motorway

Similarly, the driver's display has an impressive resolution, but some drivers might find the fonts way too small and difficult to read at a glance.

Unlike some other Chinese brands, which use their own sound systems, Chery went to Sony for the stereo in the Tiggo 8. It shows too, because although you need Summit trim to get it, the sound from the 12-speaker set up is very rich indeed.

With the third-row seats up, there's just 117 litres of boot space, enough for two small suitcases. Flip them down and you get 494 litres, which is okay, but a long way off the class-leading Skoda Kodiaq.

Instead of the plug-in hybrid all-wheel-drive powertrain from the larger Tiggo 9, the Tiggo 8 has

CHERY
LJ25 CHL
TIGGO
PLUG-IN HYBRID

INTERIOR Quality and materials are good, but infotainment needs some improvement

PERFORMANCE
Plug-in hybrid powertrain is set up to behave like an EV, so the full torque is available quickly and pace is strong

> **"Pricing starts at £28,545 – nearly £10,000 less than the Skoda Kodiaq as well as undercutting the Peugeot 5008"**

COMFORT
Ride is a bit more fidgety than in some rivals, but it's okay. Light steering makes the car easy to manoeuvre around town

the same engines as the Tiggo 7. The Super Hybrid we drove gets a 1.5-litre four-cylinder petrol engine with a 201bhp electric motor fed by an 18.4kWh battery; the gearbox is a three-speed automatic. Buyers can also pick a 145bhp 1.6-litre turbo motor driving the front wheels via a seven-speed auto.

We have no issue with the PHEV's straight-line performance. Chery's system prioritises electric power, so the motor's full 365Nm of torque is available nice and quickly. But the smoothness of the EV set-up is a little at odds with the three-speed gearbox – it's incredibly long geared and can feel hesitant to change at times.

The Chery's size and weight mean there's obvious lean in the bends and the light steering makes it difficult to accurately place the front end – even in Sport mode, which rather annoyingly shouts "Sport Mode" at you via the speakers when you select it.

The car is surprisingly capable around town, though. Its turning circle of 11.2 metres is only 0.2 metres larger than the Tiggo 7's, and the light steering means tight manoeuvres are no trouble.

On a cruise, the Tiggo 8 Super Hybrid feels more like a range-extender than a plug-in hybrid. The engine fades into the background and with double-glazed windows all round, wind and noise are very well suppressed. Compared with other seven-seat SUVs such as the Peugeot and Kia, the ride is a little more fidgety on the motorway, but it wouldn't put us off taking the Chery on a long journey.

PRACTICALITY
There's loads of space in the second row, and although it's tighter in the rear seats, six-foot adults will still be comfortable on short trips

AEX VERDICT ★★★★☆

NOT many rivals can compete successfully with the Chery Tiggo 8's combination of kit list, pricing and seven-seat practicality; it's reasonably premium inside too. However, there is a caveat, because the best option is the pricier PHEV, so you'll have to be sure that this powertrain suits your lifestyle. But if it does, you'll find this an excellent SUV.

Pete Gibson

BACK SEATS The two rows of three seats are accessed via sliding doors and there are Isofix child-seat anchors on each of the outside chairs

Dean Gibson

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AEX BIG families demand big versatility from a car, but sometimes an SUV or even an MPV isn't up to the job. If you regularly find yourself needing more than seven seats to transport family or friends, then you're going to have to turn to the van-derived MPV market and models such as the Mercedes Vito Tourer.

The Vito is the German brand's medium-sized panel van, but the Tourer name indicates that this is the people-carrying variant. If it looks familiar, that's because the same bodyshell is shared with the V-Class, but that is sold as a premium model with upmarket features inside and out. In contrast, the Tourer caters for buyers in need of practicality, with a nine-seat layout, clear glass and a harder-wearing interior than its posher sibling.

While the Vito has been available for a lot longer than some rivals – this third-generation model was originally launched in 2014 – a round of updates announced in 2024 have kept it fresh. Most obvious on the outside is the addition of a new front bumper with a deeper grille, while the in-car tech received a makeover to bring the Vito into line with Mercedes' passenger cars. Additional connectivity solutions and fleet telematics have also been added, while safety kit has been given an upgrade, too.

There are two lengths of Vito Tourer on offer in the UK, called L2 and L3 (there's a shorter L1 available in Europe), and both come with nine seats laid out in three rows of three. You can swap the twin front passenger seat for a single one at no extra cost, which might be handy if you only need eight seats, because the three-abreast layout can eat into elbow room for the driver, resulting in a slightly cramped driving position.

There's a floor-rail system in the back of the Vito Tourer that allows you to mount the benches in different positions, but the seats are really heavy (there's a single chair and a double base in each row) and they don't move without a lot of effort. If you're feeling particularly strong, they are removable to free up to 6.6 cubic metres of space in the L3 model.

During our time with the Vito Tourer, we simply folded the seat backs down to boost interior space, not least because we didn't have a big enough area to store the seats when removed. All of the seat backs fold individually, and the outer chairs are simple to operate, with levers on the side that let the backs drop in one motion. The middle ones are more fiddly, with a fabric strap on the shoulder.

Access is a breeze through the sliding side doors, including to the rearmost row, while families of quadruplets can rejoice at the fact that the outer chairs in both rows have Isofix child-seat anchors.

Up front, Mercedes' latest MBUX infotainment features and the high-resolution screen gives the cabin a boost. There are circular air vents, as seen

Merce

FIRST UK DRIVE German MPV i
need nine seats and don't mind

“On the road, the 2.0-litre CDI 116 diesel engine packs a decent amount of power and torque”

ESSENTIALS

Mercedes Vito Tourer 116 CDI L2 Select

Price: £52,764 **On sale:** Now

Powertrain: 2.0-litre 4cyl diesel

Power/torque: 161bhp/380Nm

Transmission: Nine-speed automatic, rear-wheel drive

0-62mph/top speed: 10.3 seconds/120mph

Economy/CO_2: 39.2mpg/189g/km

Size (L/W/H): 5,140/1,928/1,909mm

edes Vito Tourer

s a solid option for those who
the Merc’s van-based origins

INTERIOR
Cabin is functional but gets some gloss-black trim to spruce things up a bit. The two front passenger seats can be swapped for a single chair as an option, while sat-nav is a handy feature

in the passenger-car range, and gloss-black trim gives the dashboard a lift, but there’s no avoiding the hard-wearing plastics that appear virtually everywhere else. However, that’s par for the course for a van-derived MPV such as this.

On the road, the 2.0-litre CDI 116 diesel engine packs a decent amount of power and torque. The nine-speed automatic might seem like overkill, but it helps to keep the engine in its power band, and while the shifts are slow, they’re pretty smooth. The weight of the seats helps to settle the ride of the Mercedes at higher speeds, although that large, boxy body does cause big bumps to shudder through the vehicle.

In town, the Vito Tourer’s sheer size means it’s not the most manoeuvrable car around, but the steering is light and the tall driving position and big windows offer a fantastic view, while a reversing camera is standard to help with backing this five-metre-plus machine into spaces. Just remember to give yourself enough room so that the large tailgate can be opened without hitting anything.

AEX VERDICT ★★★⯪☆

IF you need more than the seven seats that most MPVs and SUVs offer, you’re limited in your options. But the Mercedes Vito Tourer is a decent compromise, because while it wears its van roots on its sleeve, at least that van is refined and capable. The strong diesel engine blends good power and economy – we just wish the back seats were a bit more versatile.

BYD DOLPHIN SURF Boost

Monthly cost: £181 **Initial payment:** £895 **Final price:** £7,213

THERE'S a lot to be said for simple, no-nonsense small cars. Yet in recent years, choice has dwindled; the city-car segment is a shadow of its former self and superminis such as the Ford Fiesta have fallen by the wayside.

But as we've come to expect, big-hitter BYD doesn't hang about when it comes to filling gaps in an increasingly competitive market – and that's exactly what it's done with the lovable Dolphin Surf. It's a fantastically usable and fun-to-drive electric supermini.

The mid-spec Boost model is our top pick, adding alloy wheels, electric front seats and rain-sensing wipers to the base car's 10.1-inch touchscreen, sat-nav and phone connectivity. Better still, you'll get the bigger battery for up to 200 miles of range – all for less than £1k up front and under £200 per month. Bargain!

RICHARD INGRAM

> **"IT'S A FANTASTICALLY USABLE AND FUN-TO-DRIVE SUPERMINI, AND IN BOOST TRIM IT HAS A RANGE OF UP TO 200 MILES"**

RENAULT 4 Techno

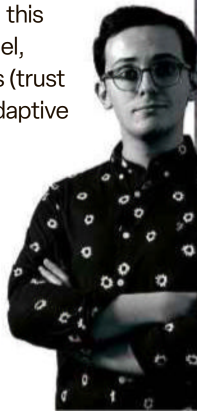
Monthly cost: £308 **Initial payment:** £1,092 **Final price:** £10,389

YOU can think of the Renault 4 as the Roy to the Renault 5's Walt Disney: the older, more practical sibling to the more well known artistic visionary and trailblazer. Much like the 5, the R4's design pays homage to the sixties original, but is much more spacious; adults in the rear sit in relative comfort and the boot is large enough for a full-size suitcase or the weekly shop – a rarity for a car of this size.

Sweetening the deal further is the fact that you can currently lease the larger R4 for just over £300 per month with less than £1,100 down; this will net you the mid-spec Techno model, complete with retro-style denim seats (trust me, the trim is nicer than it sounds), adaptive cruise control and a reversing camera.

A range of more than 200 miles means the R4 can handle longer trips, too, while a 148bhp electric motor makes it entertaining to drive.

TOM JERVIS



TEAM PICKS

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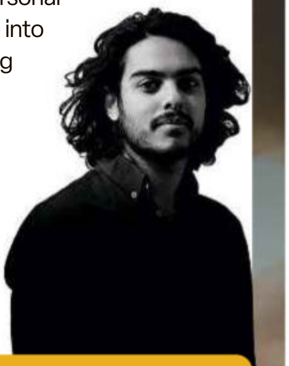
VOLKSWAGEN ID.7
Tourer GTX Plus

Monthly cost: £488 **Initial payment:** £1,461
Final price: £18,515

PRACTICAL, efficient and well built, the Volkswagen ID.7 Tourer GTX fulfils that desirable niche of a high-performance family estate car, with all of the benefits that come with owning an EV. It's one of VW's most convincing electric cars so far, and we'd jump at the chance to offer it a spot on our driveways. However, its circa-£60,000 price point means it's always had a tough hill to climb.

This is where a tempting personal contract hire deal could come into play – we found plenty offering this top-spec wagon for less than £500 per month on a three-year lease. The upfront cost is a little under £1,500, and this includes a very reasonable annual 10,000-mile limit.



JORDAN KATSIANIS

> "LEASING AN EV IS A GREAT WAY TO PROVIDE PEACE OF MIND, WHILE ALSO REAPING ALL OF THE BENEFITS"

TEAM PICKS

BMW I7 eDrive50 M Sport

Monthly cost: £895 **Initial payment:** £3,055
Final price: £34,381

THE BMW i7 is one of the finest luxury cars around, and among the quietest cars we've ever driven. However, according to our expert valuation data, you'll pay around £106,500 for an eDrive50 M Sport new, and it'll be worth only £49,500 after three years. That's a loss of £57,000 or £1,600 per month.

But you can lease one of these excellent Bavarian barges for a far more reasonable £900 per month over the same 36-month period at 10,000 miles per annum. And even with an initial payment of £3,000, that's significantly less than its predicted slump in value. A much more palatable prospect.

MAX ADAMS

FORD CAPRI
77kWh Select with Driver Assist Pack

Monthly cost: £389 **Initial payment:** £1,166
Final price: £14,776

WHAT'S in a name? Plenty, as Ford knows full well after it caused quite a stir by resurrecting the Capri nameplate for an electric coupé-SUV.

Ignore the controversy, though, and focus on the fact that you're getting a mid-tier Select model with a 390-mile range for less than £400 per month. The Driver Assist Pack adds a head-up display, parking camera and keyless entry.

ELLIS HYDE

CUPRA TAVASCAN V1

Monthly cost: £320 **Deposit:** £3,842 **Final price:** £15,048

CUPRA models are regulars in our Deal of the Day selections, with the likes of the Born and Leon often being available on very attractive lease rates. The larger Cupra Tavascan electric SUV is no shrinking violet when it comes to minuscule monthlies either, but it deserves much more attention than it gets.

One of the main drawbacks of the Tavascan is its relatively high list price of nearly £50,000, but a lease deal takes that neatly out of the equation. As is the Cupra way, you're getting a car with a little more sporty character than most of the mainstream options, and the cabin is packed with neat touches. Performance is brisk, with the 282bhp V1 covering 0-62mph in 6.8 seconds, and the 337-mile range is competitive.

Rear-seat space is generous and a decent boot makes it a fine option for families.

STEVE WALKER

> "AS IS THE CUPRA WAY, YOU'RE GETTING A CAR WITH A LITTLE MORE SPORTY CHARACTER THAN MOST RIVALS"

CUPRA
KY74 JYC

> "THE MINI COOPER ELECTRIC IS A NIPPY PERFORMER WITH A 41KWH BATTERY IN ENTRY-LEVEL GUISE AND DELIVERS AROUND 190 MILES ON A GOOD DAY"

MINI COOPER ELECTRIC

Monthly cost: £325 **Initial payment:** £1,274

Final price: £12,643

IF you're only going to be doing short trips around town in an EV, then why not add a little style to the mix? The MINI Cooper Electric is a nippy performer with a 41kWh battery in entry-level guise and delivers a range of around 190 miles on a good day. So it's best suited to users with access to home charging that need a car to do battle in the cut and thrust of the urban commute.

The latest MINI is bigger than ever, but although there's more space on board, this is a car that's best suited to one or two people. It's fun to drive and comes with plenty of tech and connectivity, plus a premium interior that's a cut above a lot of cars available for the same price. Assorted option packs can be added for a few pounds more per month, too.

DEAN GIBSON

SKODA ELROQ Edition

Monthly cost: £319
Initial payment: £4,124 **Final price:** £15,292

THE Skoda Elroq is one of the very best examples of this Czech brand's ability to build likeable yet sensible cars that simply get on with the task at hand. This electric mid-size SUV is practical, comfortable, has good interior space and comes with lots of standard kit. Plus, it can cover plenty of miles on a charge.

We didn't have to look far to find a Skoda Elroq in Edition trim for under £320 per month (plus 20 per cent off Gridserve charging), following an initial payment of £4,124. The car in this deal is fitted with 19-inch alloy wheels and the larger 77kWh battery, which is officially good for over 350 miles of range – that's one of the best figures you'll find on any electric SUV.

SHANE WILKINSON

TESLA MODEL 3 Long Range RWD

Monthly cost: £494 **Initial payment:** £1,482 **Final price:** £18,778

THERE'S a lot more competition nowadays compared to when we crowned the Tesla Model 3 Car of the Year back in 2019. But it remains a stand-out EV thanks to its class-leading range and efficiency, tidy driving dynamics and high levels of technology.

There are cheaper or faster versions, yet the Long Range RWD is our pick of the bunch because, as the name suggests, it's got an incredibly long electric range; a recent update boosted it to a whopping 466 miles. Combine that with the rapid 250kW Tesla Supercharger network and you have an easy-going EV.

The Model 3 is pretty good to drive, too. It'll reach 62mph in less than five seconds, and being rear-wheel drive there's a bit of playfulness to the Tesla's dynamics in the bends. It's also more practical than many other compact executive saloon cars, with almost 600 litres of boot space.

ALASTAIR CROOKS

ALPINE A290 GT Performance

Monthly cost: £355 **Initial payment:** £1,415 **Final price:** £13,838

THE Renault 5 spent most of last year dominating the headlines, but its spicier sibling is maybe even more tempting. This mid-spec Alpine A290 GT Performance is 70bhp more powerful than the flagship 148bhp R5, and cuts 1.5 seconds from its 0-62mph time. Yet despite its hot hatch pretensions (it was a Highly Commended hot hatch in the 2025 Auto Express New Car Awards), the Alpine's well damped ride is actually better than the R5's in everyday driving. It also looks slightly meaner and beefier, which will be a bonus as more Renault 5s flood the road.

Admittedly, you're looking at paying just under £40 a month more than the cheapest Renault 5 deal we could find, but that would be for the R5 with a smaller battery and 100bhp less than the Alpine. If you can afford it, that extra outlay is getting you a faster, better-handling, less common and really very appealing small car. You won't regret it.

PAUL BARKER

50

modern cars that changed the world...

PACESETTERS
The Toyota Prius, Tesla Model S and MINI all make our list for very different reasons

The automotive landscape has changed dramatically over the past 30 years. To celebrate, we name the 50 models that we think illustrate the transformation best

BD65 PZY
Y157 OBL

Phil McNamara

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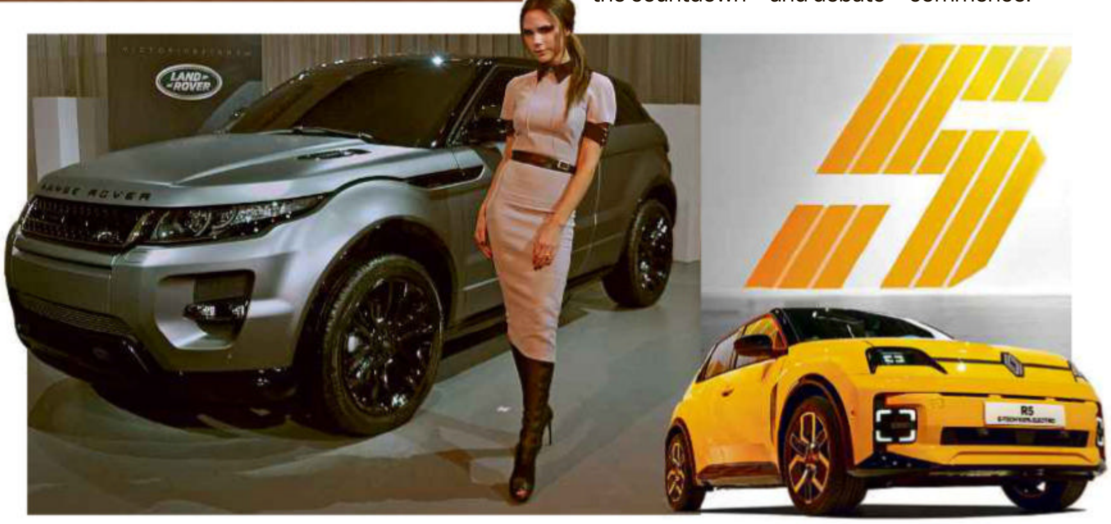
AEX DO you drive one of the most influential cars of the past 30 years? There have been plenty of lists trumpeting historical greats such as the Benz Motorwagen, Ford Model T, VW Beetle, Citroen 2CV and so on. But what about modern cars that have stirred our souls and filled our driveways, not to mention taken four-wheeled transport to new technological, environmental and cultural heights?

The Auto Express team has racked its brains, argued into the night, and come up with a list of cars on sale at the millennium or beyond that have transformed modern motoring in terms of design, technology, concept or commercial performance. This is our list of the 50 modern cars that changed the world. Do you agree? Let the countdown – and debate – commence!

> **“WHAT ABOUT THE CARS THAT HAVE STIRRED OUR SOULS AND FILLED OUR DRIVEWAYS, NOT TO MENTION TAKEN THINGS TO NEW ENVIRONMENTAL, TECHNICAL AND CULTURAL HEIGHTS?”**



ALL CHANGE Range Rover Evoque and Renault 5 (above), plus Ford Focus (below) and Mercedes SLK (left) all moved the automotive goalposts

CADILLAC ESCALADE

No. built: 1 million **From:** 1998-present **Price:** N/A
Our pick: 6.2-litre V8, 420bhp **Top speed:** 112mph

FROM geriatric customers to Jay-Z and J-Lo, Cadillac's remarkable noughties turnaround was powered by its luxurious leviathan, the Escalade. General Motors' upmarket brand slumped in the nineties, as Lexus and the Germans took chunks out of its US premium market share. Enter Brit Simon Cox, who alongside design boss Wayne Cherry created the 'Art and Science' design language. Even in diluted form on the second-generation Escalade (2002), it made a former badge-engineered GMC stand out, elevating it into one of hip-hop culture's most treasured accessories.

Jay-Z, The Game and 50 Cent embraced the V8-powered, chrome-rimmed SUV, a trend GM mined by getting celebrities to shape future editions. Backed up by some hot V saloons to give BMW's M Division a fright, Caddy's image was transformed. And the increasingly decadent Escalade became America's favourite luxury SUV, topping one million sales.

PORSCHE TAYCAN

48

No. built: 170,000 **From:** 2019-present
Price: from £30,000 **Our pick:** 93kWh, 469bhp **Top speed:** 143mph

THE Taycan is the poster child for the car industry's troubled transformation to electric. It rocketed into existence like a 911 Turbo S in Launch mode, its 41,000 sales in 2021 eclipsing the 911's although the sports car had posted a record year. No surprise why: this was the first true enthusiast EV with feelsome steering and genuine Porsche performance, underpinned by delightful standard-fit air suspension. The sleek looks were unlocked by a T-shaped battery that left pockets of space for footwells, enabling lower-set seats and a sportier roofline.

But initial success lured Porsche into a false sense of security: it predicted 80 per cent of its sales would be zero-emission by 2030, and made the Macan SUV replacement electric only – as the Taycan bubble (and residual values) burst. Porsche has now rewritten its product plan to make its electric Boxster replacement petrol-powered too, and added an extra hybrid SUV. The impact on Porsche has been seismic, with execs falling on their swords and three profit warnings in 2025 alone.

HONDA JAZZ

47

No. built: 8 million **From:** 2001-present
Price: from £795 **Our pick:** 1.4-litre 4cyl petrol, 81bhp **Top speed:** 106mph

HONDA used to be laser-focused on delivering niche cars to delight enthusiasts or populist cars that made mass motoring better. The 2001 Jazz was one of the latter: a brilliantly conceived, one-box hatch with interior space and seat flexibility that belied its 3.8-metre length. Smart thinking relocated the fuel tank from under the back seats to the fronts, so the rear-seat bases could flip up and create space for carrying tall objects such as picture frames or pot plants. The compact rear suspension also unlocked a roomy boot, while a 60:40-split, fold-flat bench and a front passenger seat that could lay prone meant you could slide in a stepladder.

People knock the Jazz as a pensioner-wagon with a sit-up-and-beg driving position and sluggish 1.4-litre petrol engine (originally), though hybrid power in 2010 added another string to its bow. The Jazz's versatility and affordability triggered success in America (where it was named the Fit) and Europe: it's a UK Honda staple to this day.

FORD MUSTANG

46

No. built: 10 million **From:** 1964-present
Price: from £18,000 **Our pick:** 5.0-litre V8 petrol, 410bhp **Top speed:** 155mph

OUTSIDERS chuckle at baseball's 'World Series' status when it's primarily a North American concern – and you could level the same criticism at the Ford Mustang. Until 2015 – when Ford took the car global.

Just like during the oil crisis of the early seventies, this S550 generation came with a 2.3-litre four-cylinder engine, rather than a V6, to help meet European CO2 concerns. It was more puny car than 'pony car' to purists and amusingly, buyers flocked to the V8, with variants ranging from our 410bhp 5.0-litre Coyote to the US's supercharged 5.2-litre 760bhp Shelby GT500. Special S550s celebrated 50th birthdays, with the Limited Edition's tweaks marking the Mustang's own introduction, while the 2018 Bullit model commemorated its iconic celluloid moment with Steve McQueen. The 'Stang spreading its wings helped it become the world's best-selling sports car – though many would argue it's more of a muscle car in reality.

49

CHERY TIGGO 7

No. built: 1 million **From:** 2016-present
Price: from £24,995 **Our pick:** 1.6-litre four-cylinder, 145bhp **Top speed:** 112mph

CHINA'S biggest exporter isn't BYD, or MG's owner, Shanghai Automotive, it's Chery – and it has been for more than 20 years. Way back in 2001, just over a year after launching its first saloon, Chery had the foresight to establish a global operation. And 2005's Tiggo compact SUV – which has spawned a family of 4x4s – is the engine room of the five-million export sales racked up in more than 80 countries.

Central to its success domestically and in key markets such as Brazil, Turkey and Russia is the Tiggo 7, which passed the one-million-unit milestone in November 2024. Fresh onto the UK market, the Tiggo 7 epitomises Chery's proposition: practical and spacious family motoring at ruthlessly competitive prices. The Nissan Qashqai-sized SUV is offered as a turbocharged petrol and a plug-in hybrid which, at under £30,000, is the cheapest on UK sale. And it's already making inroads, with more than 5,000 registrations in four months.

"THE TIGGO 7 EPITOMISES CHERY: PRACTICAL FAMILY MOTORING AT RUTHLESSLY COMPETITIVE PRICES"

45

PORSCHE 918 SPYDER

No. built: 918 **From:** 2013-2015
Price: From £1.5m **Our pick:** 4.6-litre V8 + 2x e-motors, 600bhp **Top speed:** 215mph

THE Porsche 918 Spyder was part of the Holy Trinity alongside two parallel hybrid hypercars – the plug-in McLaren P1 and Ferrari LaFerrari. But the Porsche's drivetrain was the most ambitious, with its additional electric motor turning the front axle and endowing the 918 with all-wheel drive. It also offered more than double the McLaren's six EV miles, but more meaningful was Porsche's target of a hypercar that could deliver economy of 3.0l/100km (94mpg) and lap the Nürburgring in less than 7min 30sec.

That explained the race car suspension, seats and brakes, accompanied by steering more touchy-feely than Oscars night. And the acceleration – 0-62mph in 2.6 seconds and onto 125mph 4.7 secs later – was mind-blowing. The LaFerrari, the P1 and 918 Spyder were all exhilarating and remarkable. The basis of the modern hybrid supercar – evolved and enhanced by Lamborghini, Ferrari and McLaren – started here.

44

MERCEDES S-CLASS W220

No. built: 484,683 From: 1998-2005 Price: from £2,000
Our pick: V8 petrol, 298bhp Top speed: 155mph

MASSIVELY successful in the US and Europe, the W220-generation S-Class really cemented Mercedes’ flagship as the standard for luxury limousines. Available in short wheelbase, long wheelbase or even in stretched-limo ‘Pullman’ guise, the W220 was also the first S-Class to come with diesel power in inline-six or V8 form. Petrol engines ranged from a 2.7-litre V6 to a 5.0-litre V8. There was even a 6.0-litre V12 to take on BMW’s V12 750i and the Audi A8 W12.

As ever, what set the Mercedes apart from its competition was its future-thinking technology. The S-Class introduced kit 25 years ago that has since become expected on more regular cars; the W220 was the first car in the world to get radar-assisted cruise control, engine cylinder deactivation and keyless go. This level of innovation means that whenever a new S-Class arrives, every car brand takes note.

HYUNDAI IONIQ

42

No. built: 325,500 **From:** 2016-2022
Price: from £5,000 **Our pick:** 1.6-litre 4cyl petrol + 1x e-motor, 139bhp **Top speed:** 116mph

YOU may have heard a few car brands repeat phrases such as ‘value of choice’ or ‘multi-pathway strategy’ when it comes to fuel sources, but the first to properly put that into action was Hyundai with the Ioniq hatch.

The Ioniq – which has since given its name to Hyundai’s range of all-electric cars – could be ordered with hybrid, plug-in hybrid or pure-electric power, the first in the world to do so.

A focus on efficiency meant the Ioniq was at the mercy of aerodynamics for its design, resulting in a very similar look to the Toyota Prius.

Just like the Toyota, the Ioniq also became exceptionally popular with taxi drivers; thanks to its fuel-sipping ability, the HEV could return 62.8mpg, while the plug-in hybrid offered an incredible 256.8mpg – on paper at least.

With a 38.3kWh battery, the EV could offer up to 193 miles of range. Modest numbers compared with contemporary Hyundai EVs, which can trace their lineage back to the rolling laboratory that was the original Ioniq.

“HYUNDAI’S IONIQ COULD BE ORDERED AS AN HEV, PHEV OR AN EV”

FORD F-150

41

No. built: 40 million From: 1948-present
Price: N/A Our pick: 5.0-litre V8 petrol, 400bhp Top speed: 106mph

IN America, bigger is always better, which is why the Ford F-Series is the country’s best-selling vehicle. As much a part of US culture as a hamburger and fries, this vast pick-up has been on sale in various forms since 1948 and is now in its 14th generation.

In nearly 80 years it has evolved steadily from the spit-and-sawdust original, but it took perhaps its biggest leap forward in 2014 with the 13th F-150. The first-ever US Ford to be built from aluminium, it was 300kg lighter than its predecessor, which made it more efficient and better to drive.

Then, in 2021, an EV was introduced, a move that some in America saw as unconstitutional as burning the stars and stripes. It wasn’t a success, and was dropped late last year.

Yet the F-150 continues to go from strength-to-strength, and with a mind-boggling 40 million sold (and counting), it remains second only to the Toyota Corolla in the world’s all-time best-seller list.

RANGE ROVER EVOQUE

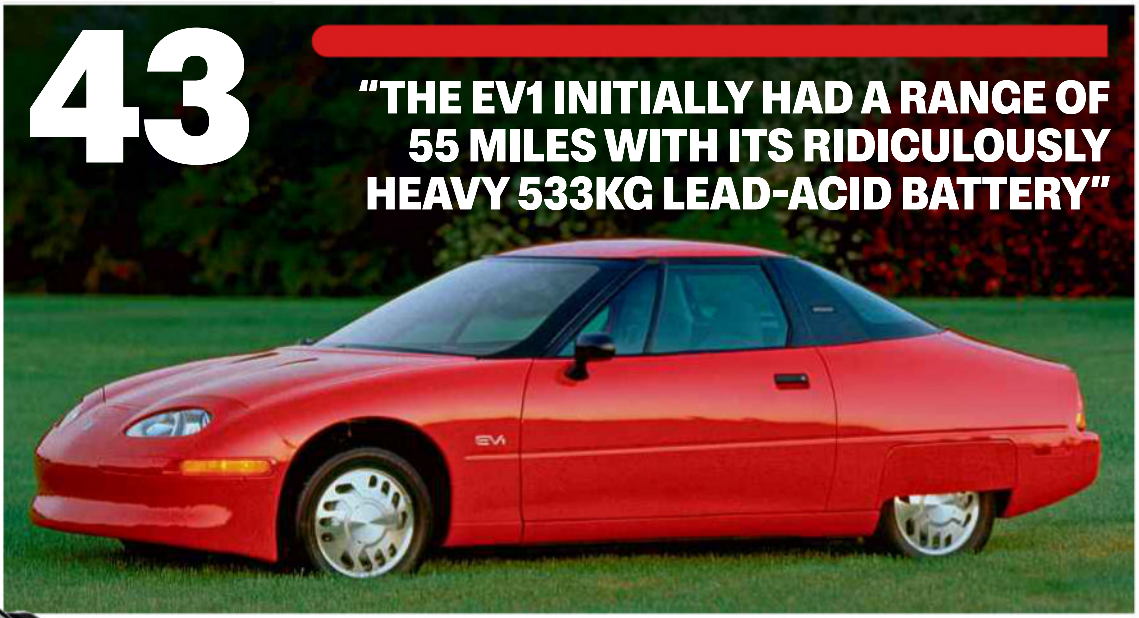
No. built: 1.4 million **From:** 2011-present
Price: from £4,000 **Our pick:** 2.2-litre 4cyl diesel, 187bhp **Top speed:** 121mph

BY squeezing the luxury and upper-class appeal of a full-size Range Rover into a more compact and affordable package, Land Rover created a sales smash hit with the Evoque. Thanks to its low-slung, three-door coupé-like body, beautifully finished interior and all the firm’s trademark off-road ability, the genre-busting newcomer became a huge-selling ‘it’ car when it was revealed in 2011. It was quickly joined by a more practical five-door version, making it an even more attractive proposition.

The second-generation model in 2018 retained all of the original’s style but added even more sophistication. So how influential is the Evoque? Well, if you can’t see its obvious copycat likeness in the latest Jaecoo 7, then it’s probably time to take a trip to Specsavers.

“THE GENRE-BUSTING NEWCOMER BECAME A HUGE-SELLING ‘IT’ CAR”

43



“THE EV1 INITIALLY HAD A RANGE OF 55 MILES WITH ITS RIDICULOUSLY HEAVY 533KG LEAD-ACID BATTERY”

GM EV1

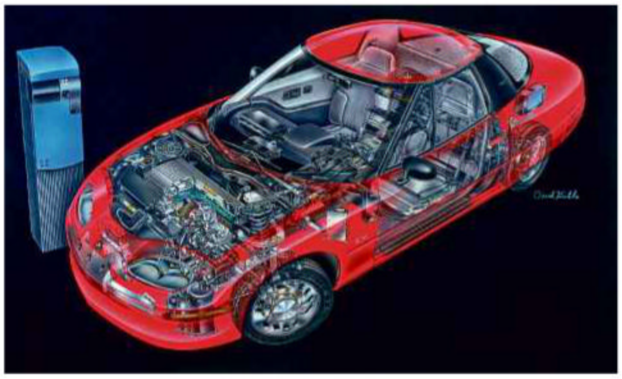
No. built: 1,117 **From:** 1996-1999
Price: N/A **Our pick:** 26.4kWh, 137bhp
Top speed: 80mph

DON’T let the design and tiny production numbers fool you – if the EV1 had a little more commitment from GM it could have been the Nissan Leaf, just 15 years earlier.

General Motors really was ahead of the curve when it unveiled the Impact Concept in 1990, and six years later it revealed the EV1 production version. Staying true to the concept’s aero-focused design (a drag coefficient of just 0.19Cd) and pure-electric powertrain, the EV1 initially had a range of 55 miles with its ridiculously heavy 533kg lead-acid battery. But later cars came with a Nickel-metal hydride battery that could provide up to 142 miles – around double the range of the original Leaf.

Actors, politicians and anyone wanting to do their bit for the environment (or be seen to do so) lined up for an EV1. The only thing was you couldn’t buy one from GM – you had to lease it. Some owners wanted to buy their EV1s outright when the lease ended in the early 2000s, but GM called quits on the EV1 project and crushed most, with others ending up in museums.

RANGE ROVER
40



FORD FIESTA MK6

No. built: 6 million **From:** 2002-2008
Price: from £400 **Our pick:** 1.25-litre 4cyl petrol, 74bhp
Top speed: 101mph

WHEN it comes to industry-leading influence, you can make a claim for any version of the Ford Fiesta. The 1976 original was one of the first hatchback superminis, while the fourth generation delivered class-leading driving fun.

Yet for us, it's the sixth-generation model that deserves most praise. Not only was it the one that sold in the biggest numbers, it brought together the dynamic sparkle of its predecessors with a dusting of premium appeal never before seen in the value-for-money supermini sector.

It looked very smart too, featuring the latest evolution of the ‘New Edge’ design language first seen on the original Ka. It also drove brilliantly, with crisp handling and a refined ride. There was even a hot ST that packed a lusty 148bhp 2.0-litre motor.

With Ford mulling a possible revival of the Fiesta, it could do a lot worse than take inspiration from this brilliant big-seller.

39

“FORD’S MK6 FIESTA COMBINED THE DYNAMIC SPARKLE OF ITS PREDECESSORS WITH A NEVER-BEFORE-SEEN PREMIUM APPEAL”

BMW X6

38

No. built: 680,000 **From:** 2008-present
Price: from £5,000 **Our pick:** 3.0-litre 6cyl diesel, 231bhp **Top speed:** 145mph

SPLICING together luxurious SUV comfort and sleek coupé style, the BMW X6 created a whole new class when it hit the road in 2008. With demand for off-road-inspired models going through the roof, bosses at the firm spotted a gap in the market for a new type of vehicle. Using the all-wheel-drive underpinnings of BMW's hugely popular X5, the newcomer featured a distinctive body with a lower roof and swooping hatchback rear. Inside, it was as upmarket as the car it was based on, while a four-seat layout gave it a more cosseting and exclusive feel.

But the genius of this high-riding fashion accessory was that development costs were a fraction of those for an all-new model, yet it was more expensive to buy than the dynamically identical but more practical X5. Even so, buyers rolled up in their thousands and the super-profitable X6 became a mainstay of the brand's line-up.

VOLKSWAGEN GOLF MK4

36

No. built: 4.9 million **From:** 1998-2006
Price: from £400 **Engine:** 1.9-litre 4cyl diesel, 110bhp **Top speed:** 120mph

TODAY, every mainstream brand wants to jump on the premium bandwagon, but it was the Golf Mk4 that first injected some upmarket appeal into the humble family hatchback market. The brainchild of obsessive VW boss Ferdinand Piech, the all-new fourth-generation model was designed to banish memories of its slightly flaky predecessor. Huge attention was lavished on the cabin, which was awash with soft-touch plastics, had a hewn-from-solid-rock feel and featured cool blue instrument lighting. Yet it was the beautifully damped grabhandles that would have passengers gasping with delight.

Dynamically, the Ford Focus was a much sharper car to drive, while the UK-only naturally aspirated GTI's soggy handling and 115bhp output shamed the famous hot-hatch badge. But on the other hand, the Golf's cutting-edge range of punchy and frugal direct-injection 1.9 TDI motors helped get British drivers hooked on diesel power. Classy yet classless, the Mk4 remains a game changing family car.

FORD CROWN VICTORIA

35

No. built: 1.5 million **From:** 1992-2012
Price: from £9,500 **Our pick:** 4.7-litre V8 petrol, 247bhp **Top speed:** 120mph

A STAR of more Hollywood blockbusters than Tom Cruise, the Ford Crown Victoria will be as familiar to many UK drivers as a Fiesta or Focus. The vast, V8-engined saloon has been the go-to car for silver screen Highway Patrol officers across the United States for the past two decades. And no film set in New York city would be complete without hundreds of bright yellow Crown Vic taxis criss-crossing the Big Apple's grid-like streets.

The name can trace its roots back to 1955, when it was first used on flagship versions of the Fairline saloon, but it wasn't until 1992 that the Crown Victoria became a model in its own right. A second-generation version was launched six years later, but both cars featured the same burbling 4.7-litre V8 petrol, slushy four-speed automatic gearbox and rear-wheel-drive layout.

Production finally ended in 2012 (surprisingly for an all-American icon, the Crown Vic was assembled in Canada), but not before 1.5 million units had rolled out of the factory.

Magic car pics

TESLA MODEL Y

34

No. built: 4.5 million **From:** 2020-present
Price: from £17,000
Our pick: 1x e-motor, 292bhp
Top speed: 110mph

WHILE the Model S was the car that proved the Tesla concept in 2012, the Model Y has rocketed the American brand into the big time by being the world's biggest-selling car (not just EV) for the past three years.

Packaging the cutting-edge EV architecture of the Model 3 compact exec into a more fashionable SUV bodystyle, the Model Y delivered a spacious and well equipped interior, a range in excess of 300 miles, access to the brand's famed Supercharger public charging network and rock-bottom tax rates, helping to quickly wean a generation of petrol and diesel company-car drivers off fossil fuels.

Provocative company CEO Elon Musk has done his best to stunt sales, but a facelift last year and the arrival of a new £41,990 entry-level model means the Tesla remains a tempting choice for many.

37

FERRARI 458

No. built: 22,000 **From:** 2009-2015 **Price:** from £108,000 **Our pick:** 4.5-litre V8 petrol, 562bhp **Top speed:** 202mph

WAS this peak Ferrari? That's a bold claim, but the 458's blend of performance, handling, looks and usability made one of the high points of the Prancing Horse's illustrious history.

It was the last of the firm's models to use a mid-mounted, naturally aspirated V8, and the 4.5-litre unit was an absolute corker. Delivering 562bhp at a heady 9,000rpm, it served up a spine-tingling, operatic soundtrack that left you grinning from ear to ear. Coupled to ultra-quick steering and a sublimely balanced chassis, it helped deliver a heavenly driving experience. Then there was the limited-run Speciale, which was even more, erm, special. Yet unlike previous Ferraris, it was also comfortable, decently practical and as easy to drive as a Fiat Panda; this was no highly strung diva.

BMW 7 SERIES E65

No. built: 343,000 **From:** 2001-2008 **Price:** from £2,500 **Our pick:** 3.0-litre 6cyl diesel, 228bhp **Top speed:** 148mph

IT'S 25 years since BMW launched the E65 7 Series, the fourth generation of its flagship saloon, which arguably still looks as bold as ever. The first model from the Bavarian brand to feature the controversial 'flame surfacing' styling of American design boss, Chris Bangle, it caused jaws to drop and coffees to be spilled at the Frankfurt Motor Show in 2001. The head-turning concept was rolled out for other BMWs over the following decade, before the firm returned to its more sober-suited roots.

However, the 7 Series' real influence was to be found inside. Here, sitting between the front seats was what looked like the upturned cake tin from a Mr Kipling's Bakewell tart, but was actually the rotary controller for BMW's first iDrive infotainment system. It was a little fiddly to master at first, but over the years the innovative twist-and-click set-up has been refined into one of the most intuitive systems ever. Sadly, touchscreens and voice control have now overtaken it.

33

"CHRIS BANGLE'S CONTROVERSIAL FLAME SURFACING CAUSED JAWS TO DROP AND COFFEES TO BE SPILLED IN 2001"

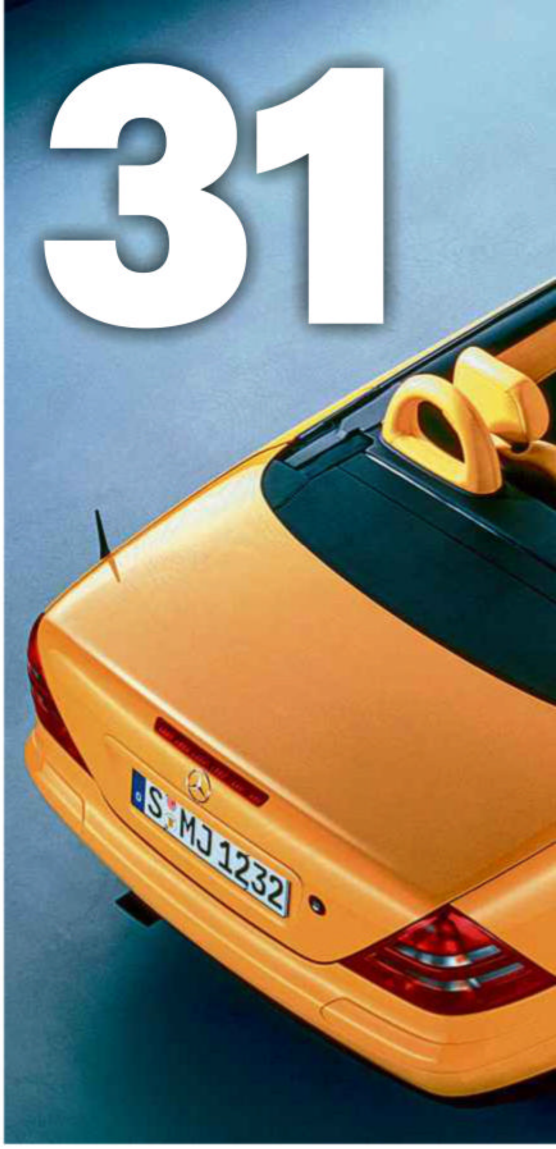
32

RENAULT 5

No. built: 100,000 **From:** 2025-present
Price: from £22,995 **Our pick:** 52kWh, 148bhp
Top speed: 93mph

SOME cars create an impact the moment the covers are pulled off – and the Renault 5 is a prime example. As with the reborn MINI a quarter of a century ago, it combines the cleverly updated looks of an iconic ancestor with thoroughly modern underpinnings and driving dynamics that have been sprinkled with a dash of joie de vivre.

In many respects there's nothing revolutionary about the 5; its electric architecture has been used elsewhere, while its 250-mile range and 148bhp power output are nothing to write home about. Yet those retro looks start conversations wherever you go, the cabin is bursting with Gallic charm and it is affordably priced. Better still, it's a hoot to drive, with nimble handing, a cushioned ride and punchy performance. However, the reason it gets a place here is that it's arguably the car that's done the most to convince petrolheads there are reasons to be cheerful for an electrified future.



31

KIA SPORTAGE

No. built: 7 million **From:** 1993-present
Price: from £1,250 **Our pick:** 1.6-litre 4cyl petrol turbo, 157bhp **Top speed:** 108mph

IN the space of just 20 years, Kia has gone from budget brand to mainstream player, spearheaded by this key car: the Sportage. When ex-Audi design boss Peter Schreyer joined Kia in 2006, he claimed that great design would lead the Korean brand to the top of the sales charts. One or two bosses of established European brands chuckled at this suggestion, but Kia bedded in European production of the Cee'd hatch and Mk2 Sportage (pictured), then revealed the third-generation Sportage SUV in 2010, which wiped the smirk off their faces.

Boasting bold, angular lines and an interior that served up style, substance and space, it was a cut above any of the firm's previous frumpy efforts. It also drove well, packed an eye-catching price and was backed by Kia's trademark seven-year warranty. As a result, buyers made a beeline for the brand's dealers, helping cast the die for the company's current solid-gold status.

30

BENTLEY CONTINENTAL GT

No. built: 100,000 **From:** 2003-present
Price: from £10,000 **Our pick:** 4.0-litre twin-turbo V8, 521bhp **Top speed:** 192mph

LIKE the Rolls-Royce Phantom found in our rundown, the Bentley Continental GT served as proof that upper-class British brands could thrive under foreign ownership. When it was bought by the Volkswagen Group 1998, Bentley had a limited line-up of outdated, expensive motors and was struggling to make ends meet. However, its new bosses saw the luxury firm's potential, pouring resources into an all-new, more affordable £110k car aimed at broadening Bentley's appeal.

Launched in 2003, the Continental GT married cutting-edge German engineering to traditional British craftsmanship. Under the skin it combined the VW Phaeton's chassis with a majestic twin-turbocharged 6.0-litre W12 and sophisticated all-wheel drive. Inside, it oozed club-class appeal, thanks to its hand-stitched leather and lustrous wood trim. On the move, the imposing four-seat coupé melded devastating straight-line pace and surprising agility with refinement and a cosseting ride. Now in its third generation, it has quickly become Bentley's best-selling model, helping secure the manufacturer's financial future.

BYD F3

29

No. built: 3,000 **From:** 2008-2013
Price: N/A **Our pick:** 1.0-litre 3cyl PHEV, 168bhp
Top speed: 93mph

WHICH company made the first plug-in hybrid production car? Toyota? Nope. Honda? Think again. No, the honours for creating pioneering PHEV tech go to BYD. Today it's one of the fastest-growing car brands in the world, but when it revealed the F3DM in 2008, Build Your Dreams was little known outside its native China.

You'd expect a design that's nearly two decades old to be a little old hat, but its efficient 1.0-litre three-cylinder generator, compact dual-motor drivetrain and claimed 60-mile EV range look on the money now. It even featured a solar panel in the roof to power the air-con. And this leading-edge technology encouraged American bellwether investor Warren Buffett to back BYD. The rest, as they say, is history.

Around 3,000 F3DMs emerged over a six-year production run, putting BYD on the path to becoming the world's biggest 'new energy vehicle' manufacturer. Its scalable e-platform 3.0 and 'Blade' LFP battery underpin millions of electric vehicles, and BYD's goal is now to become the world's biggest car maker.

MERCEDES SLK

No. built: 670,000 **From:** 1996-2016 **Price:** from £1,000
Our pick: 2.3-litre 4cyl petrol supercharged, 190bhp **Top speed:** 142mph

IN the mid-nineties, two-seat roadsters were hugely popular. Almost every brand had a compact drop-top sports car on its books, but none created such a stir as the SLK. Designed to rival models such as the Porsche Boxster and BMW Z3, the Merc hit showrooms in 1996 featuring lines lifted straight from the SLK Concept first shown at the Turin Motor Show two years previously.

Yet it was its folding-metal hard-top that really stopped traffic. Offering coupé-like comfort and style when raised, the powered roof could be lowered in just 25 seconds for wind-in-the-hair thrills. The SLK couldn't quite match the Porsche for driver thrills, but the Merc won hands down for kerb appeal. Moreover, it kick-started a trend for metal-topped convertibles that lasted almost 20 years, with mainstream brands such as Peugeot popularising the tech.

> **"IT WAS THE SLK'S FOLDING-METAL HARD-TOP THAT REALLY STOPPED THE TRAFFIC"**

HONDA CIVIC TYPE R FL5

27

No. built: 44,000 **From:** 2023-2025
Price: from £40,000 **Our pick:** 2.0-litre 4cyl turbo, 324bhp **Top speed:** 167mph

THE Volkswagen Golf GTI might be the first-ever hot hatch, but the most recent Honda Civic Type R (pictured) is arguably the greatest. Known as the FL5, it's the latest in a long line of pocket rockets from the Japanese brand, stretching all the way back to the EK9 in 1995. What makes the current car so special is that it's also a bona fide record-breaker, setting the fastest lap for a front-wheel-drive production car all over the world, including the Nürburgring, Suzuka and Spa-Francorchamps.

Yet it's the way the Civic drives that really marks the Type R out, with the analogue delights of its beautifully balanced handling, deliciously precise manual gearbox and rev-hungry 324bhp 2.0-litre turbocharged petrol engine serving as a refreshing tonic to the increasingly hi-tech and driver-assisted competition. The downside? Honda has just pulled the plug on European Type R sales, but it lives on in the US and Japan.

28

> **"IN THE SPACE OF JUST 20 YEARS, KIA HAS GONE FROM BUDGET BRAND TO MAINSTREAM PLAYER"**

NISSAN GT-R R35

26

No. built: 48,000 **From:** 2008-2024 **Price:** from £35,000
Our pick: 3.8-litre twin-turbo V6, 562bhp **Top speed:** 196mph

NOTHING epitomised Nissan's turnaround from near-bankruptcy in 1999 than 'Godzilla', the mighty Nissan GT-R kicked off by CEO Carlos Ghosn to deliver a Porsche-challenging halo model to motivate employees and thrill customers. It combined a thumping twin-turbocharged 3.8-litre V6, electronically controlled all-wheel-drive transmission and a twin-clutch gearbox to devastating effect.

Following in the wheeltracks of a long line of scorching, Japan-centric Skyline models, the R35 was the first GT-R to be fully homologated for Europe from the outset. Despite its size and hefty 1,800kg kerbweight, the GT-R delivered brutal acceleration and twinkle-toed agility – all for a price that comfortably undercut rivals. In fact, the GT-R was so brilliant that it managed to stay in production, and at the top of its game, for nearly 20 years.

ROLLS-ROYCE PHANTOM VII

24

No. built: 15,000 **From:** 2003-present
Price: from £65,000 **Our pick:** 6.75-litre V12, 563bhp **Top speed:** 155mph

FEW machines arrive with as much expectation as a Rolls-Royce, because the company has been producing some of the best cars in the world for 120 years. As a result, BMW knew that there could be no half measures when it bought the aristocratic British brand in 1998. In fact, it took five years for it to launch its first all-new model, but the imposing Phantom VII proved to be more than worth the wait.

Handcrafted at the brand's purpose-built factory in Goodwood, the vast four-door saloon set new standards for luxury, comfort and refinement. Featuring a bespoke platform, sumptuous interior and near-silent 6.75-litre V12 motor, the Phantom became the ultimate symbol of success, as popular with rappers as it was royalty. The two-door Phantom Coupé and open-topped Drophead Coupé only added to its upper-crust appeal. More importantly, it paved the way for Rolls-Royce to become one of the most bankable brands of the 21st century, a byword for excellence and excess.

RENAULT SCENIC

23

No. built: 5.4 million **From:** 1997-present
Price: from £800 **Our pick:** 1.6-litre 4cyl petrol, 109bhp **Top speed:** 115mph

WHILE SUVs and crossovers dominate the sales charts these days, not that long ago car makers wanting to make a mint needed an MPV in their line-ups. Designed from the inside out, these family-friendly machines prioritised space and storage over speed and style – and Renault was undisputed king of the people-carrier class, having pioneered the sector in Europe with its seven-seat Espace in 1982.

The French firm stole a march on rivals again 15 years later with the Scenic, which delivered MPV versatility in a compact family-car package. With its bold one-box design, this roomy runaround's cleverly engineered five-seat interior featured a sliding rear bench, aircraft-style picnic tables and numerous storage compartments – in a car the size of today's VW Polo. There was even a rugged, SUV-inspired four-wheel-drive RX4 that set the template for today's compact crossovers.

Sales of MPVs have dwindled, but the Scenic's legacy is assured by the fact that it lives on today as a stylish and practical family EV.

PORSCHE BOXSTER

22

No. built: 400,000 **From:** 1996-present
Price: £4,000 **Our pick:** 4.0-litre flat-six, 395bhp
Top speed: 179mph

PORSCHE was in a bit of a pickle when it launched the original Boxster in 1996. After cashing in on the greed-is-good boom of the eighties, the German firm's sales had slumped a decade later. It hit back with this roadster, modernising the rear-engined 911's layout with a sweet-spinning 2.5-litre flat-six motor just behind the seats. The result was beautifully balanced handling at a lower price, making the Boxster an instant hit. Then, nearly a decade later in 2005, Porsche launched the Boxster's faster tin-top cousin, the Cayman, which delivered 911 driving thrills for half the price.

Ever since, and over four generations, this dynamic duo have gone from strength to strength, with the most recent 718 4.0-litre GTS proving to be one of the best sports cars ever. The ultra desirable Cayenne SUV might have helped Porsche become one of the richest car makers ever, but the company wouldn't be here today without the Boxster. The all-new petrol and electric versions due later this year have a lot to live up to.

25

FIAT 500

No. built: 3 million **From:** 2007-present **Price:** from £600
Our pick: 1.2-litre 4cyl, 69bhp **Top speed:** 99mph

FIAT was a bit late to the retro-themed party, but it quickly made up for lost time. It might have been beaten to the nostalgic punch by the rebooted VW Beetle (1998) and reimagined BMW-funded MINI (2001), but the Italian brand's funky 500 re-make has proved to be a sales smash since making its debut in 2007.

Featuring cheeky lines inspired by the fifties original, a host of customisable options and penny-pinching running costs, the 500 found favour with both fashion-conscious younger buyers and older customers who were looking to recapture their youth. Humble Panda underpinnings meant the city car was only average to drive, while the standard 1.2-litre engine couldn't pull the skin off a panna cotta. However, there were hot Abarth versions, a drop-top convertible and numerous special editions. Even the arrival of an all-new EV in 2020 couldn't dim the cute Fiat's appeal.

> **"IT FOUND FAVOUR WITH FASHION-CONSCIOUS BUYERS AND THOSE LOOKING TO RECAPTURE THEIR YOUTH"**

> **"THE FIRST LEAF DROVE LIKE A PROPER CAR AND COULD BE PLUGGED INTO A THREE-PIN SOCKET"**

21

NISSAN LEAF

No. built: 700,000 **From:** 2011-present
Price: from £1,500 **Our pick:** 75kWh, 214bhp
Top speed: 99mph

IF you look at the Nissan Leaf in isolation, you'd be forgiven for dismissing it as a compromised early attempt at electromobility for the masses. Yet in reality, it helped transform the new-car market and bring electric cars to the fore.

Sure, by today's standards, the original car's 24kWh battery and 50 to 70-mile real-world range are laughable. But it's no exaggeration to say that if the Leaf hadn't appeared, it's unlikely we'd have the plethora of EVs that we do today.

It looked like a puffer fish and the interior was filled with cheap-feeling plastics and a horrible early infotainment system. But the first Leaf drove like a proper car, had space for four and could be connected to a domestic plug and charged to full overnight.

The latest version has transformed into a fashionable coupé-crossover, but the fact Nissan has stuck with its Leaf name is testament to its long-standing and successful electric-car endeavours.

20

VOLVO XC90

No. built: 1.67 million **From:** 2002-present
Price: from £2,000 **Our pick:** 2.0-litre 4cyl turbo petrol MHEV, 247bhp **Top speed:** 112mph

THE first XC90 put Volvo on the map, and transformed the brand's image from dull estate-car maker to Scandi-cool premium player. It wasn't the first luxury SUV – the Mercedes ML and BMW X5 can lay claim to that title – but the XC90 put as much emphasis on family-friendly features as it did on its high-quality cabin.

Being a Volvo, safety has always been a top priority. Internet rumours throw around claims that no one has ever been killed in an XC90, and while unsubstantiated, it has a record as a tough, dependable workhorse. Gutsy engines – such as the five-cylinder D5 diesel – can do huge mileages with regular maintenance, and they'll tow all but the biggest loads if the need arises.

Looking back to its launch in 2002, you'd not have bet on Volvo's SUVs surpassing the appeal of its estates, but the XC90 – and the smaller XC60 and XC40 – have elevated the brand alongside the upmarket leaders.

DACIA LOGAN

No. built: 4.5 million **From:** 2004-present **Price:** from £2,000
Our pick: 1.2-litre 4cyl petrol, 73bhp **Top speed:** 100mph

DESPITE its relative obscurity in the UK, the Dacia Logan is a shoo-in for our list of automotive game changers. It was the first bespoke model born from Renault's acquisition of the Romanian brand and was colloquially known as "the 5,000 Euro car" at its launch in 2004. It quickly became one of central and eastern Europe's best-selling models. At the car's peak in 2007, Dacia built more than 200,000 Logans, while more than four million have now been sold worldwide.

It paved the way for the hugely successful Sandero and Duster, which were launched alongside the Logan MCV estate when Dacia arrived in the UK in 2013. The firm now has a 1.49 per cent market share in Britain, and outsells Citroen, SEAT and Suzuki. We can't see Dacia's success slowing – and we'd argue the Logan was a key part of that.

19

17

FORD FOCUS

No. built: 12 million **From:** 1998-2025
Price: from £500 **Our pick:** 1.6-litre 4cyl petrol, 98bhp **Top speed:** 115mph

THE Ford Focus blew its rivals out of the water when it was launched in 1998. Not only was its space-age design like nothing else on the market, it showed the car-buying public that they needn't settle for sloppy steering or a wallowy ride.

Its innovative rear suspension offered a level of control unseen in mainstream models up to that point, proving that even humble hatchbacks could handle like sports cars. The original Focus beat all-comers consistently throughout its storied existence and even spawned a bonkers 212bhp RS hot-hatch version in 2002.

Created in an era when the manufacturer wanted to globalise model development, the Focus was sold largely unchanged across the world. Yet while the Europeans (and the Brits in particular) lapped it up, it struggled in foreign markets. As the insatiable appetite for SUVs took hold, the Focus's appeal waned and production finally ceased – after four generations and more than 12 million units produced – late last year.

"IT PAVED THE WAY FOR THE SUCCESSFUL SANDERO AND DUSTER"

SKODA OCTAVIA

No. built: 7.5 million **From:** 1996-present **Price:** From £1,000
Our pick: 1.5-litre turbo petrol, 114bhp **Top speed:** 126mph

SURE, there are more exciting models on our list of the 50 cars that changed the world, but few get as close to that clichéd title of 'all the car you'd ever need'. Throughout its life, the Skoda Octavia has been lauded – including with several Auto Express awards – as a model that transcends all social barriers, helping to shake the company's dowdy image and pull it in line with the mainstream elite.

It's no exaggeration, therefore, to suggest that the Octavia was (and still is) the fuel in the Czech manufacturer's tank. It's Skoda's best-selling car bar none, and over the years has evolved from boring, squarely styled hatch, to practical estate and go-faster vRS. These days, there's a huge variety of bodystyles and powertrains to choose from; just pick the one that suits you. You never know, it might be the last car you ever need to buy...

18

"IT'S NO EXAGGERATION TO SUGGEST THE OCTAVIA IS THE FUEL IN SKODA'S TANK"

BMW 3 SERIES

No. built: >18 million **From:** 1975-present **Price:** from £2,000 **Our pick:** 3.0-litre 6cyl petrol, 228bhp **Top speed:** 155mph

BMW's smallest saloon is the compact-exec equivalent of the Ford Fiesta. Not in the sense that it's about to meet its maker after a 50-year spell at the top of the new-car sales tree, but because nearly everyone you meet will have a story about the German stalwart.

More than 18 million 3 Series models have been built and sold since 1975, so whether it's fond memories of travelling in the back of one as a kid, getting the keys to your first company car or upgrading to a fire-breathing M3, BMW's baby is the quintessential premium exec.

How and why did it gain this cult status? Well, following on from the sixties and seventies' Neue Klasse models, the first E21-generation 3 Series unashamedly put the driver front and centre. With its sweet, adaptable, rear-driven chassis, gutsy engines, and a robust build quality that many of its European rivals couldn't match, the 3 elevated the brand to new heights.

The late-nineties E46 car was arguably peak 3 Series, but every model follows the same formula. Even with the first electric 3 Series on the horizon, its appeal shows no sign of waning.

16

LAND ROVER DEFENDER

15

No. built: 1.1 million **From:** 1990-present
Price: from £8,000 **Our pick:** 3.0-litre 6cyl diesel, 247bhp
Top speed: 117mph

IF there's a car in this list that requires no introduction, it's the Land Rover Defender. This is one of the most recognisable shapes in the automotive world, and it's no exaggeration to suggest that if it wasn't for the original Landy, many modern 4x4s wouldn't exist – nor would they look the way they do.

Tracing its roots back to the post-war era, the Land Rover Series I was crude but incredibly capable. Refinements and the launch of models such as the Discovery, saw the birth of the Defender name in 1990. It remained a simple but dedicated workhorse until production ceased at the firm's Solihull plant in 2016.

Many couldn't comprehend why Land Rover would axe its iconic mainstay, but what surfaced in 2020 can be considered one of the most successful modern reboots. The 'new' car offers all the capability of the original, but in a fresh, desirable and more luxurious body. The Defender – old or new – is a game changer.

RANGE ROVER L332

12

No. built: 293,000 **From:** 2002-2012
Price: from £2,500 **Our pick:** 4.4-litre V8 petrol, 282bhp **Top speed:** 130mph

THE timeless L322 was peak Range Rover, but you don't just have to take our word for it. Queen Elizabeth II owned several, and who can argue with a royal seal of approval like that? The Range Rover blended the Brit icon's legendary off-road capability with an incredibly luxurious cabin, featuring Bentley levels of quality and the latest technology at the time, such as Land Rover's now-famous Terrain Response system.

The third iteration of the Range Rover was developed during BMW's brief ownership of Land Rover, so it benefited from the German marque's M57 diesel and M62 V8 petrol engines, plus electronics from the E39 5 Series. The L322 also ditched the traditional body-on-frame chassis for a modern monocoque construction with independent four-wheel air suspension that allowed the model to float over bumps on the road and helped when tackling obstacles off the beaten track.

The third-generation Range Rover was an exceptional car then, and it still is today.

> **"THE RANGE ROVER BLENDED THE BRITISH ICON'S LEGENDARY OFF-ROAD CAPABILITY WITH AN INCREDIBLY LUXURIOUS CABIN"**

14

MAZDA MX-5

No. built: 1.2 million **From:** 1989-present **Price:** from £1,500
Our pick: 1.8-litre 4cyl petrol, 140bhp **Top speed:** 127mph

THE Mazda MX-5 is the world's best-selling roadster, bar none. The cynics among us might attribute that to the fact there really isn't much choice in the two-seat, open-top sports-car class these days, but those who are a bit more 'glass half-full' will allow credit where it's due.

Throughout its near 40-year history, the MX-5 has set the benchmark for small, lightweight, driver-focused models, winning the hearts and minds of buyers across the globe. The Japanese brand's formula is truly simple: usable, real-world performance at an affordable price – everything you want and nothing you don't.

Matching a sweet chassis with a sporty rear-wheel-drive layout, plus accurate, feelsome steering and a compliant ride, the MX-5 is blessed with a set of components that make it a hoot to drive on complex, broken UK backroads. Throw in a selection of modest but rev-hungry petrol powertrains and you've got the perfect starter sports car. It's no wonder that the MX-5 is still so popular.

PORSCHE CAYENNE

13

No. built: 1.4 million **From:** 2002-present
Price: from £44,500 **Our pick:** 4.5-litre V8 petrol, 340bhp **Top speed:** 150mph

THE year is 2002 and Porsche, maker of some of the world's most iconic sports cars, has been stuck in a deep financial crisis since the early nineties and its line-up was about as diverse as Coldplay's. Enter the Cayenne; a V8-powered leviathan of an SUV wearing the famous crest had the purists up in arms and we think calling it ugly would be a compliment. But this car is the reason Porsche is the powerhouse it is today.

It was a massive, immediate hit, because the Cayenne managed to tap into a seismic shift in the global car market, giving wealthy buyers exactly what they wanted: sports car thrills with SUV utility. The profits generated by this car not only stabilised the brand, they also helped it ride out the 2008-2010 financial crisis and bankroll the development of a new era of sports cars, including the Carrera GT and the next 911. You see, the Porsche Cayenne did a lot more than change the world of the SUV.

PORSCHE 996 CARRERA

No. built: 175,000 **From:** 1997-2006
Price: from £10,000 **Our pick:** 3.4-litre 6cyl petrol, 300bhp **Top speed:** 174mph

THE Porsche 911 has stuck with the same fundamental back-to-front, rear-engined formula throughout its 62-year history, but the 996-generation – the Mk5 for those who don't know the lingo – marked a huge leap forward for the legendary sports car and made it accessible to more driving enthusiasts.

Out went the classic air-cooled engines, replaced by water-cooled ones that weren't as traditional but offered better reliability and efficiency, plus more power. The 911's signature round headlights went too, as part of a radical design overhaul that also saw the car become much bigger and more spacious. Those were good things; the 'fried egg' headlights, however, were not.

The 996 also introduced the world to the now-legendary 911 GT3 and GT3 RS. These were homologation specials Porsche needed for it to go racing, but the company actually feared it wouldn't be able to sell the numbers required. Boy were they wrong.

11

NISSAN QASHQAI MK1

No. built: 1.75 million **From:** 2007-2013
Price: from £500 **Our pick:** 1.6-litre 4cyl petrol, 113bhp
Top speed: 109mph

"OFFERING greater space than a regular hatchback, but more compact and manoeuvrable than an SUV, the Nissan Qashqai really is the best of both worlds." It's hard to imagine that back in 2007, when those words appeared in issue 944 of Auto Express magazine, anyone knew that this ordinary-looking crossover would change the world. Not even Nissan.

Designed, developed and built in Britain, the Qashqai was not the first crossover SUV. Toyota had paved the way years earlier with the original RAV4. The Honda HR-V had already been around for several years, too, as had the Kia Sportage for that matter. Nissan even sold something similar, the Murano, which had proven popular in the US.

However, Nissan's gamble of replacing its Almera hatchback with the Qashqai paid off in a huge way. The new car's combination of good ride and handling, but with a more commanding view of the road, plus a generous amount of space inside, resonated with family car buyers.

The Qashqai might not have been as practical as the compact MPVs of the time, but its more attractive design and ground clearance offered a slice of the SUV life that bland people carriers couldn't compete with.

By the time production of the Mk1 Qashqai came to an end in 2013, more than 1.7 million units had been sold and other car brands were trying to claim their slice of the compact-SUV pie. Not everyone appreciates the crossover craze that the Nissan started, but there is no denying the Qashqai is one of the most influential cars ever made.

BUGATTI VEYRON

No. built: 450 **From:** 2005-2015
Price: from £1.5m **Our pick:** 8.0-litre quad-turbo W16, 987bhp **Top speed:** 253.81mph

EVERY now and again something comes along that possesses that rare ability to capture the public's imagination and astound us all.

The Bugatti Veyron was the brainchild and passion of an Austrian called Ferdinand Piëch. He was the grandson of Ferdinand Porsche, an engineer by trade and the man who, as chairman of VW, pushed for the acquisition of Bugatti.

Once the ink had dried on the deal, Piëch set his engineers the herculean task of creating the fastest, most expensive and, perhaps, greatest supercar the world had ever seen. He required it to have 1,000 horsepower, be able to reach a top speed of at least 407.1km/h (253mph), pull 1.2G in acceleration and 2.0G when braking – and be powered by an engine unlike anything else.

The Veyron did all those things in 2005, setting a new record for the fastest production car ever made when it hit 408.47 km/h (253.81mph) – close to 100mph quicker than a jumbo jet at take-off.

The Veyron Super Sport that came later not only got more power and an even higher top speed – 267.85mph, to be precise – but also significant chassis and design changes.

Simply put, the Bugatti Veyron is a marvel of engineering that deserves to be mentioned in the same breath as Concorde, Bloodhound SSC or the Boeing 747, and it's for this reason – rather than the sheer speed it was capable of – that this car deserves a spot on this list. No wonder each one cost nearly £1million, and Volkswagen lost close to £5million every time it sold one.

"IT SET A NEW RECORD FOR THE FASTEST PRODUCTION CAR WHEN IT HIT 253.81MPH – THAT'S 100MPH FASTER THAN A JUMBO JET AT TAKE-OFF"

10

“NISSAN’S GAMBLE OF REPLACING ITS ALMERA WITH THE QASHQAI PAID OFF”

8

AUDI TT MK1

No. built: 178,000 **From:** 1998-2006
Price: from £1,200 **Our pick:** 1.8-litre 4cyl turbo petrol, 222bhp
Top speed: 150mph

IN 1995 Pierce Brosnan made his debut as 007 in Goldeneye, the first Playstation took the world by storm, and we got our first taster of the Audi TT. The stunning ‘TT Coupé Concept’ was unveiled at that year’s Frankfurt Motor Show as a vision of a “car for enthusiasts”. It showed off a new, less angular and more curvaceous design language for the brand that seemed to take inspiration from the revolutionary Bauhaus movement born in Germany in the early 20th century.

Incredibly, when the road car arrived, it looked almost identical. The only major change was the incorporation of a rear side window, which had the added benefit of elongating the car’s already graceful profile. As well as being a staggering beauty – and the car to be seen in at the turn of the millennium – the Audi TT was genuinely attainable thanks in part to being based on the same platform as the contemporary Mk4 VW Golf.

Although the TT bowed out in 2023, Audi is returning to the idea of a simple yet staggeringly beautiful two-seater very soon. The stunning Concept C revealed last year previewed not only a new design direction but a future sports car that will continue the TT’s legacy.

7

TOYOTA RAV4

No. built: 10 million **From:** 1994-present
Price: from £1,500 **Our pick:** 2.0-litre 4cyl petrol, 150bhp **Top speed:** 106mph

EVERY compact crossover, baby SUV and wannabe 4x4 – which feels like most new cars being sold and launched these days – can trace their roots back to Toyota's "Recreational Active Vehicle with four-wheel drive", more commonly known as the RAV4: the OG 'soft-roader'.

When it was launched in 1994, the only options for people wanting something with a bit of extra ground clearance were cars such as the Land Rover Discovery – proper 4x4s that used body-on-frame construction and a ladder chassis. This helped them tackle any terrain that tried to stand in their way, but they were big, heavy cars that cost a lot of money to buy and to run. But perhaps their biggest shortcoming was not being nearly as good on the road as they were off it.

Toyota flipped the script for the RAV4, because it was small, light and designed to offer the rugged look of an SUV, but handle much better on tarmac. Underneath was a new monocoque structure derived from the Corolla, with fully independent suspension that offered a generous amount of ground clearance and more travel than a traditional family hatchback.

Weighing less than 1,200kg and measuring just over 3.9 metres long in its original three-door form, the RAV4 only needed a modest 2.0-litre four-cylinder petrol engine (Toyota's tried-and-tested 3S-FE) for a good blend of performance and fuel economy. But the newcomer was also available with a permanent four-wheel drive system and a locking differential, if customers ever fancied going off the beaten track.

The RAV4 was not just a trendsetter when it came to the use of plastic cladding and chunky bumpers though, it was also a pioneer in electric vehicle technology. That's right, in 2003 – almost two decades before the Tesla Model Y would be unveiled – an electric version of the Toyota was sold in California.

The Toyota RAV4 was an overnight sensation, with its sales figures double the Japanese brand's own projections. So it's hardly surprising that other manufacturers hoped to get in on the action, leading to an obsession with small SUVs that's still going strong to this day. And of course, the RAV4 wasn't a one-hit wonder; in total, more than 10 million have been sold and, for a time, it was the most popular car on the planet.

PACESETTER With its chunky, rounded looks and the option of four-wheel drive, the Toyota RAV4 was a breath of fresh air and set the scene for all the baby SUVs that followed

"THE RAV4 WAS AN OVERNIGHT SENSATION, WITH ITS SALES FIGURES DOUBLE THE JAPANESE BRAND'S OWN PROJECTIONS"

TESLA MODEL 3

No. built: 3 million **From:** 2017-present **Price:** from £10,000
Our pick: 60kWh battery, 1x e-motor, 242bhp **Top speed:** 110mph

TALK of an affordable Tesla called 'Model 3' started back in the mid-2000s, after the firm captured the imagination with the Roadster and had success with the Model S and Model X. In 2017, the brand finally brought its entry model to market.

The success Tesla's base model has enjoyed over the past eight years has been incredible. Initial production issues for the Model 3 eventually subsided and in 2018 it became the world's best-selling electric car. Then in 2019, Tesla's gigafactory in China starting supplying Model 3s for Europe, Australia and Asia, boosting sales and helping the Model 3 become the first electric vehicle to pass one million sales in 2021.

At a time when the best-selling EVs barely nudged 150 miles on a charge, the Model 3 with its 254-mile range seemed like a revolution for all-electric cars. Shortly after launch, the appropriately named 'Long Range' edition arrived with a 348-mile range and today, after a series of upgrades, the latest version offers an incredible 466 miles on a charge. The Model 3 was quick, too; 0-62mph times ranging from a hot hatch-troubling 6.2 seconds to an insane 2.9 seconds in a relatively normal family saloon weren't something we'd seen before. But the overall driving dynamics never quite matched the potency of the electric motors.

Then there's the Model 3's design. We already knew Tesla was targeting minimalism with the Model S and Model X, but the Model 3 took that to new heights by hiding all the interior air vents, having no driver's display and disposing of any physical switches – placing a greater emphasis on the huge 15.4-inch touchscreen. The Model 3's style of interior has become so popular in the automotive landscape that it now feels almost like a novelty to find a new car with actual buttons.

Priced at £38,900 in 2019, the Model 3 also represented good value for money – cornering the electric-saloon market for Tesla until a flood of rivals including the Polestar 2, Hyundai Ioniq 6 and BMW i4 tried to get in on the action.

"THE MODEL 3 WAS QUICK, TOO, WITH 0-62MPH TIMES RANGING FROM A HOT HATCH-TROUBLING 6.2 SECONDS TO AN INSANE 2.9 SECONDS"

GLOBAL CHAMP
Such was the popularity of the Tesla Model 3 that it became the world's best-selling electric car a year after it was launched

5

BMW X5 E53

No. built: 467,995 **From:** 1999-2006 **Price:** from £1,000 **Our pick:** 3.0-litre 6cyl petrol, 231bhp **Top speed:** 131mph

BMW embraced the SUV sector early on with the E53-generation X5 in 1999. Instead of going after the likes of the Range Rover and Toyota Land Cruiser, however, the German firm came up with a new genre of 'Sports Activity Vehicle' with the X5, beating the Porsche Cayenne, Volkswagen Touareg and Volvo XC90 to market.

Responsible for several other iconic car designs (MINI, Fiat 500 and McLaren P1, for example), BMW employed the trusty hand of Frank Stephenson to pen the X5. With BMW owning the Rover Group from 1994 to 2000, Stephenson's brief was to show what a Land Rover-BMW would look like.

A model was created within six weeks, and while the proportions broke new ground for BMW, the X5 still bore the brand's distinctive design traits, with the Hofmeister kink, kidney grilles and incisive belt line that ran through the door handles.

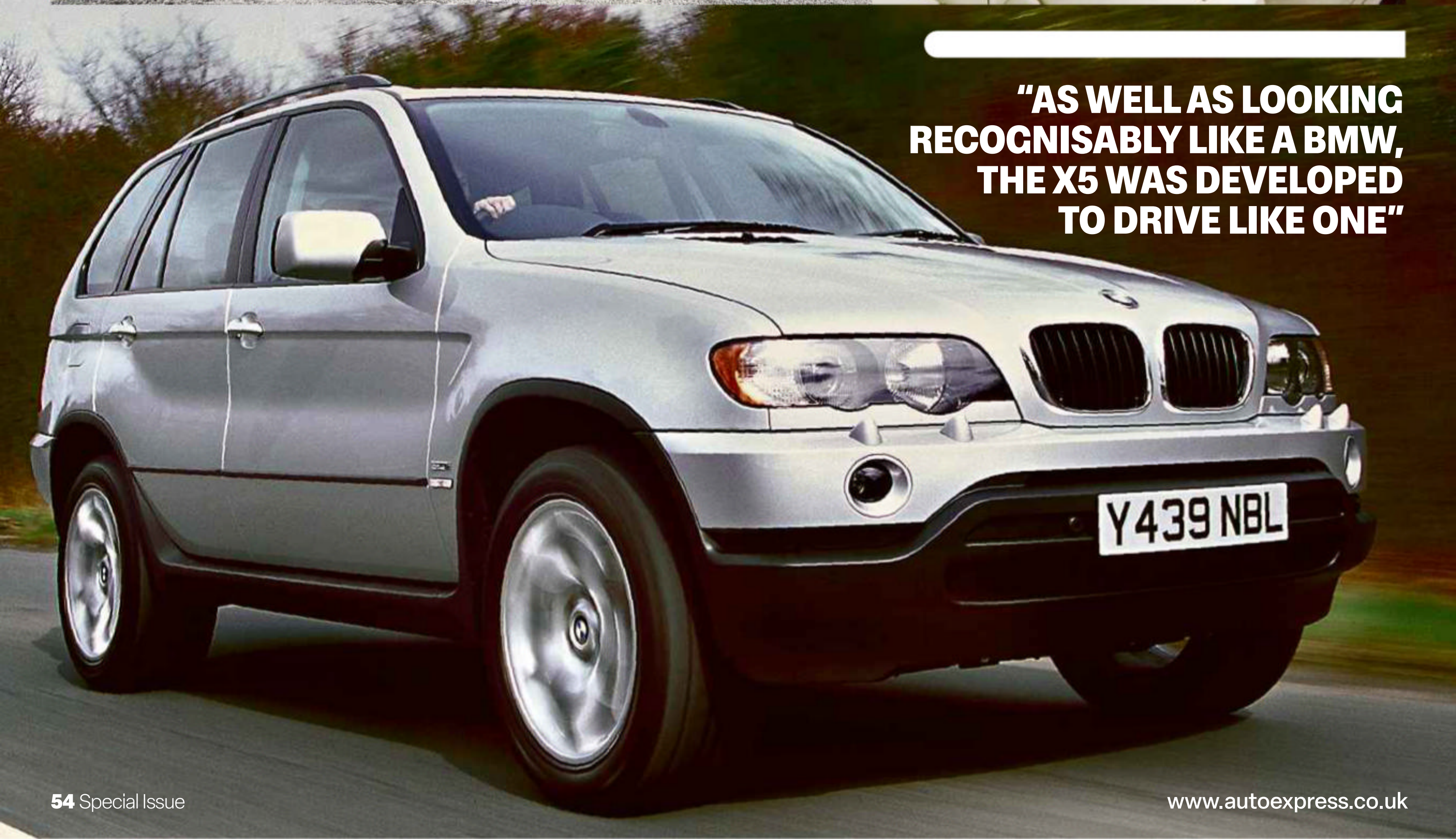
Production of the first X5 primarily took place at BMW's Spartanburg facility in South Carolina, US, which has now become the company's global centre of competence for its X models.

As well as looking recognisably like a BMW, the X5 was developed to drive like one. The engines – petrol and diesel 3.0-litre straight sixes and various naturally aspirated V8s – were taken from the 5 Series, plus there was BMW's typical 50:50 weight distribution, and 63 per cent of the power went to the rear axle through an xDrive all-wheel drive system. During the X5's 2003 mid-life refresh, this set-up was revised to give it some extra mud-plugging ability – but this was a 4x4 that was always most at home on the road, like so many of its contemporary rivals.

Our original verdict declared the X5's handling and roadholding to be "in a different league to virtually any other off-roader", despite BMW's reliance on old-fashioned steel suspension rather than the air springs offered by some rivals.

The X5 also came at a time when BMW's interior layouts were ergonomically spot on and it was more practical than any BMW before it, with features including a handy split-opening tailgate.

It's easy to see why almost half a million E53 X5s were sold during its seven-year run. Not only did it lay the foundation for the wide range of X-badged BMWs available today, it also set the standard for rival SUVs to aim for.



"AS WELL AS LOOKING RECOGNISABLY LIKE A BMW, THE X5 WAS DEVELOPED TO DRIVE LIKE ONE"

VOLKSWAGEN JETTA TDI

No. built: 18 million **From:** 1979-present **Price:** N/A
Our pick: 1.5-litre 4cyl diesel, 160bhp **Top speed:** 126mph

TO Europeans, VW's Jetta has always been the Golf's insignificant booted cousin, despite huge overseas sales. But that changed overnight in September 2015, when the Dieselgate scandal broke. Two years earlier, three doctoral students commissioned by the International Council on Clean Transportation had begun examining diesel emissions in passenger cars, testing a 2012 VW Jetta SportWagen and Passat alongside a BMW diesel. The students couldn't understand why the Jetta conformed with harmful nitrogen oxide emission standards on a rolling road, yet violated the legal limit by up to 40 times on real tarmac. It was because VW's engineers had fitted software that could mask its emissions during test conditions, at other times flagrantly flouting limits for protecting people and the environment.

When the regulators closed in, VW eventually admitted wrongdoing. The cost to the German giant was huge, reportedly in excess of $33billion in fines and settlements. VW instantly switched huge resources to hybrid and electric cars, fast-tracking development of its ID. range on the MEB electric-car platform. And diesel as a car fuel collapsed from 53 per cent of all European Union registrations in 2014 to 11 per cent a decade later, as regulators, furious at being duped, turned the screw with exacting electric-car sales targets. Automotive powertrain history was turned on its head – all by one nondescript compact estate car.

"VW ENGINEERS HAD FITTED SOFTWARE THAT COULD MASK THE JETTA'S HIGH EMISSIONS DURING TEST CONDITIONS"

4

DIESELGATE
The Jetta played a major role in diesel's demise – and in the growth of hybrid and EV models

TESLA MODEL S

No. built: 400,000 **From:** 2012-present **Price:** from £11,000
Engine: 100kWh battery, 2x e-motors, 670hp **Top speed:** 149mph

TESLA'S goal for the first three months of 2013 was to make a single, measly dollar. After more than $1billion in losses, the electric start-up was fighting for its life, desperate to produce and sell sufficient Model S cars to convince investors it was viable.

At the same time as trying to build a crucial US retail network, battle to improve quality at its Fremont factory, code and engineer Model S upgrades, plus develop the Model X SUV and Model 3, Tesla's luxury saloon came to Europe.

Early imports looked like this titanium copper example, still featuring a combustion-style grille that disappeared in 2016 as a redesign accentuated its electric credentials. Memories seep back of the first time we drove a Model S, on punishing country roads around Silverstone, in February 2014.

Electric cars just weren't like this, they were city runabouts or modest hatchbacks. This was Tesla's genius: by making a model almost as long as a Mercedes S-Class, it created space in the chassis for up to 90kWh of batteries. And that unlocked unprecedented range – around 250 miles in the case of this 90D test car. Plenty of interior space also made the Tesla felt like a private jet.

The price was also in another world, close to £70k, or more than $100,000 for US Performance models. While other car makers had thought small – we had a BMW i3 at the Silverstone test, with 100 miles of range and a £30,000 price – Tesla had invented the luxury EV. It resembled Aston Martin's Rapide saloon, with its conventional good looks the polar opposite of an i3 or Nissan Leaf. If the Model S sold, it would generate the cash to bankroll the firm's expansion – including a lower-priced saloon to take the Tesla electric lifestyle mainstream.

This 65-plate S still feels modern. Hidden door handles glide outwards as you approach. The enormous, portrait-orientated touchscreen looks upmarket, cutting-edge; along with the lack of switchgear and void between the front seats, this revolutionised the car's cockpit architecture and control systems. And Tesla sublimated hardware to software, rolling out over-the-air (OTA) updates to add new features and enhance the capabilities of the car, including its 'Autopilot' driver assistance.

The driver's display states more than 265,000 miles, and with no wheel unkerbed, no body panel untouched, this Model S has panel gaps matching the infamous quality of pioneering 2012 cars. The seat belt feels like parchment, the leather is shinier than a taxi's, the reversing camera display is foggy.

But this example's original battery still offers 86 per cent capacity and that astonishingly high level of performance remains. A flex of your right toes is still all that's required to uncork acceleration that felt mind-blowing 12 years ago.

Today's commonality of torquey EVs and a reduction in this car's mid-range punch slightly diminish the impact. The ride is still jittery but not as punishing as our decade-old notes recall, the responsive steering less elastic than those early imports. The S corners flat, wind noise is intrusive and the brake pedal feels understandably baggy.

In May 2014, Tesla chief executive officer (CEO) Elon Musk attended the handover of the first right-hand-drive customer cars in London, promising to roll out Superchargers that would make travelling around the British Isles free and feasible for owners. By that point Tesla's future was more secure. In the first quarter a year earlier, the manufacturer had delivered 4,750 cars and, with sales revenue boosted by selling environmental credits to other car makers, the fledgling company made not just a dollar but an $11million profit.

The Tesla Model S was the future, a white-space revolutionary that sent legacy car makers back to the drawing board. It's gone on to rack up more than 400,000 sales, and it put Elon Musk on the path to becoming a giant of today's automotive, cultural and political fabric – for better or for worse.

SURVIVOR Age has taken its toll on this 265k-mile Model S, but it still packs a punch and the decade-old battery still has 86 per cent capacity

"THE MODEL S WAS THE FUTURE, A REVOLUTIONARY THAT SENT LEGACY FIRMS BACK TO THE DRAWING BOARD"

MINI COOPER

2

No. built: 5 million **From:** 2001-present **Price:** from £500
Our pick: 1.6-litre 4cyl petrol, 116bhp **Top speed:** 125mph

REVIVING icons is big business in the automotive industry. Cars like the Fiat 500, Volkswagen Beetle, Renault 5 and VW ID. Buzz all try to play on customers' fondness for popular classics, but none have done it quite as convincingly as BMW's MINI.

Mini's previous owner, British Leyland, had a few stabs at creating a replacement with the ill-fated ADO74 and ADO88 projects. Then in 1995, BMW and Rover drew up plans for a new model. Rover had three designs: the Evolution and Revolution were practical, conventional hatchbacks, while the Spiritual was a rather wacky-looking rear-engined creation. BMW's alternative was the MGF-based ACV30 from Adrian van Hooydonk.

Frank Stephenson eventually came up with a winning design, which was shown off in concept form at the 1997 Frankfurt Motor Show, casting a retro-shaped shadow over the unveilings of two other new small cars: the Mercedes A-Class and Smart ForTwo. Bringing some affirmation to the event was John Cooper, who helped realise the original Mini's capacity for motor racing in the sixties. He remarked "it looks like a Mini. It's a little bigger, but I think the team at Rover have done a wonderful job."

The final production car at the Paris Motor Show in 2000 looked almost identical to Stephenson's concept. The round, chrome-rimmed headlights, pillarless exterior glass, clamshell bonnet, floating roof and retro-inspired interior with old-school toggle switches and the central speedometer gave the new MINI a distinctive, yet familiar look with the premium appeal BMW wanted from the off. The exhaust tip, which was conceived in a matter of minutes by Stephenson hurriedly sticking an empty beer can into the back of the clay model, gave the MINI even more character.

Graham Biggs, who worked in the MINI press department during the car's launch, told us what it was like to announce an iconic car like the new MINI on the world stage: "There was massive expectation when it came to the new MINI. The sense of responsibility for us was also absolutely

"THE CENTRAL SPEEDOMETER GAVE THE MINI A DISTINCTIVE YET FAMILIAR LOOK"

YH25 RBZ
COOPER
Y157 OBL

TIMELESS
Interior design cues and quality impress today as much as they did when the car arrived in 2001

YH25 RBZ
Y157 OBL

FAMILIAR
BMW has been extremely careful with the styling of newer models – it's impossible to mistake today's Cooper for anything other than a MINI

> "OTHER RETRO MINI TOUCHES INCLUDED OLD-SCHOOL TOGGLE SWITCHES"

huge." Thankfully for Biggs, MINI and BMW, the response was overwhelmingly positive.

"When we pulled the covers off, the initial reaction was just 'wow'. Frank Stephenson got the design and the proportions absolutely right."

During the first test drives of the new MINI in 2001, Biggs recalled the buzz around the car: "The venue for the UK drive was the Great Eastern hotel in London. Surrounding offices emptied, with crowds coming to stand and look at our row of cars. Some even went to a dealer around the corner and immediately put deposits down."

At a keen price point of £11,600, the Cooper was priced above mainstream rivals such as the Peugeot 206, Renault Clio and Ford Fiesta, but the MINI's sheer style and charm made them look unworthy of the new millennium.

The design of the MINI has been such a success that most of the cues remained for subsequent versions, as well as new models such as the Clubman, Countryman, Aceman and Paceman.

But it needed more than good looks to be a hit. It had to be a hoot to drive. The supercharged Cooper S and Works GP were absolute riots, but the fun wasn't just restricted to the hot hatch variants. Driving the first MINI, codenamed the R50 (ours was a very rare and early Y-reg example), today it gives a sense that if the original Mini had been significantly updated, modernised and refined throughout its 41-year lifespan, this is where it would have ended up.

The 116bhp 1.6-litre four-cylinder engine and the manual gearbox – which needed a firmer hand to shift than you might think – were stars of the show. The relatively sophisticated mix of MacPherson struts up front and a BMW multi-link rear axle helped provide entertainment in the bends. Pointy, precise steering allowed you to take liberties with the MINI's balance, and with a wheel right out at each corner, and it was incredibly agile.

The way it drove, the looks, and build quality instilled from BMW also helped MINI crack the US market. For a nation that loves big cars, the idea that the brand could be a sales success was bold, but it shifted 36,000 units in its first full year.

The original Mini sold over 5.3 million units during its long run, while BMW's modern MINI brand has achieved the same figure in less than half the time – owing it all to the R50-generation. MINI showed us how to take a much-loved classic and reimagine it for the modern age – and then some.

"FOR A NATION THAT LOVES BIG CARS, THE IDEA THAT MINI COULD BE A SALES SUCCESS IN THE US WAS BOLD, AND YET IT WAS A HUGE HIT"

MINI
Y157 OBL

“POINTY, PRECISE STEERING ALLOWED YOU TO TAKE LIBERTIES WITH THE MINI’S BALANCE – IT WAS INCREDIBLY AGILE IN BENDS”

1

Toyota's radical hybrid is our number one modern game changer. Phil McNamara revisits the original Prius to explore why it had such a huge impact

TOYOTA PRIUS

THIRTY-FOUR million hybrid sales. Sending rival engineers scurrying to their drawing boards. Having TV lampooners South Park dedicate an episode to a car… These are the commercial, industrial and cultural impacts of the Toyota Prius, which celebrates its 30th birthday next year.

The mass-produced hybrid started with this little saloon, no bigger than a VW Golf, with 14-inch alloy wheels that look so dainty, so simple.

Back in 2000, I was working for a magazine for company-car drivers, and its four writers all rushed round to the office car park to behold a green-coloured Japanese alien combining petrol and electric power. According to our perceptive editor-in-chief, the acid test was whether the Prius was as intuitive to drive as any other car.

A quarter of a decade later, those words ping around my head as I perch on the elevated, scratchy fabric seat and turn the key in the ignition. Just as back then, I forget it needs another twist to reach the 'on' position, then a chime tells me we're good to go.

That 'is it on?' conundrum was the only bugbear back then. And that's why the Prius changed the world, because Toyota nailed the basic technology from the get go. To most car buyers, the Prius delivered easy wins: double the fuel economy and half the CO_2 emissions with few compromises – no charging or hydrogen gas infrastructure needed.

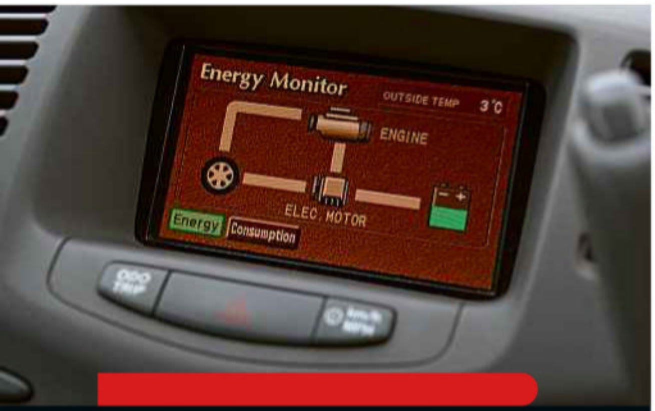
Admittedly, the Prius looked a bit weird – the following generations even more so, having elongated the roofline to boost aerodynamic efficiency – and the engine's soaring revs and lack of instant torque weren't for petrolheads.

This 'Toyota Hybrid System' might be familiar now but it was utterly groundbreaking back in 1997. Supplementing the efficient 1.5-litre petrol engine were two motors, one to boost motive power and perform as a generator during deceleration, the other to act as a starter motor, control the transmission and divert petrol-engine power to generate electricity. Hence Toyota's controversial 'self-charging hybrid' sales pitch, which critics deemed as greenwashing because it downplayed fossil fuel's role in the process.

Engineering the G21 project (G for global, 21 for creating a 21st-century car) was a nightmare. Prototypes kept breaking down, with engineers having to check way more drivetrain elements to identify faults. There was no hybrid supply chain and the nickel-hydride battery (no lithium-ion then) delivered half the power despite initially being twice the requested size; our test car has a telltale step in the barely accessible boot. Plus, revolutionary

WINNER
Mk1 Prius wasn't refined or that good to drive but it helped Toyota to succeed where others failed

No. built: 5 million
From: 1997-present **Price:** from £1,000
Our pick: 1.5-litre 4cyl, 70bhp + 43bhp e-motor **Top speed:** 99mph


Energy Monitor
OUTSIDE TEMP 3°C
ENGINE
ELEC. MOTOR
Energy
Consumption

"THE DIGITAL DISPLAY RELAYS WHAT THE DRIVETRAIN IS DOING"

Pete Gibson

You'd be hard pressed to know that nearly 30 years separate these interiors, with the original Prius's swoopy dashboard being particularly sci-fi at the time

software needed coding to manage the e-motor and four-pot's complex tango.

And to crank up the pressure, management pulled the launch forward by a year, to showcase the Prius at COP3, the 1997 convention in Kyoto, Japan, that yielded the world's first treaty to cut greenhouse emissions, the Prius's laudable mission. It wanted to keep ahead of rivals, too, and this determination to reap first-mover advantage paid dividends: Toyota is synonymous with hybrids.

General Motors – at that point the world's biggest car maker – didn't introduce its first until 2004, then ploughed resources into trying to get ahead with the plug-in Chevrolet Volt. The firm's macho product boss Bob Lutz told me "if you haven't got a hybrid, people think you can't shoot straight" at one freezing Detroit show.

The cigar-toting, fighter jet-flying Lutz wasn't the target audience, but Hollywood was: virtue-signalling early-adopters included Leonardo DiCaprio, Tom Hanks and Cameron Diaz. Hence South Park's 2006 takedown, where the Colorado town is engulfed in a cloud of 'smug' emitted by the town's hybrid-driving residents. It was equally beloved by taxi drivers, attracted by its running costs and Toyota's reliability: the Prius was Europe's first car backed by a five-year/100,000-mile warranty.

Ironically, being macho helps when driving an original Prius wearing 81,000 miles: the steering is pretty leaden during manoeuvres and around corners, and incredibly slow off the straight-ahead. The ride is as cushy as the spongy pedal responses, the wind roars at 50mph and the suspension funnels harsh noises into the airy cabin. And the disconnect between that wave of revs and the glacial acceleration (0-62mph takes 13.4 seconds) emphasises that the Prius is all about its 57.6mpg economy, not performance.

But the swoopy fifth-generation car shows how far the Prius has come – and not just because it's almost 30cm longer. Under the founder's grandson, Akio Toyoda, Toyota dynamics have been transformed. This Prius is the polar opposite of its forebear: responsive, refined, twice as quick to 62mph from standstill and – like the third-generation Prius – able to silently roll on electric power. Indeed, this model has evolved to being a PHEV. But there's some commonality inside: the digital display relaying what the drivetrain is doing, the staggered gear selector and the B mode to boost regenerative braking.

This handsome Prius is the best yet, although after more than five million total sales, its commercial star is falling. No matter: its hybrid powertrain has spread across the range, meaning anyone can jump into a regular Toyota, drive it like a rally car and still get mid-50s mpg.

The Prius made the industry follow, and saw off VW's attempt to fight back with diesel. And, while the electric transition struggles to go mainstream, hybrid powertrains still do their bit to reduce emissions – the motivation that made Toyota greenlight the Prius project in the mid-nineties.

All this makes the Prius the most significant car of the modern era – and helped elevate Toyota into the world's most valuable legacy car maker.

"THE PRIUS MADE THE INDUSTRY FOLLOW, AND SAW OFF VW'S ATTEMPT TO FIGHT BACK WITH DIESEL"

X599 VRM
Y15

“TOYOTA DYNAMICS HAVE BEEN TRANSFORMED. TODAY’S PRIUS IS RESPONSIVE, REFINED AND TWICE AS QUICK TO 62MPH”

PODIUM
Prius, MINI and Tesla are our top three most influential modern cars

10 cars that could have changed the world... *but didn't!*

Sometimes things just don't go to plan, as demonstrated by these promising models that ultimately disappointed

Paul Barker

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YOU'VE read about the 50 modern cars that changed the world, but what about the expected sure-fire hits that didn't hit the mark? The cars that looked like they had it all, but whether it was bad execution, bad timing, bad publicity or just bad luck, they instead go down as a what-if or a never-were. Or maybe they're not remembered at all?

We're not saying these were necessarily bad cars – some now have cult followings in one shape or another, and others could still be argued to be good cars – but they didn't hit the giddy heights their makers expected, or we may have predicted.

> "THE AMPERA AND VOLT WERE VERY NEARLY THE RIGHT PRODUCTS AT THE RIGHT TIME"

10

VAUXHALL AMPERA/ CHEVROLET VOLT

No. built: 100,000 **From:** 2010-2015 **Price:** from £3,700
Our pick: 1.4-litre 4cyl petrol range-extender, 150bhp
Top speed: 100mph

THE Vauxhall Ampera sums up much of then-parent company General Motors' product planning, in that it was probably slightly ahead of its time. But then management killed the car just as plug-in hybrids started to gather pace.

Although the Ampera (left) – and its Chevrolet Volt sister car (above) that was also sold here – were range-extenders rather than plug-in

7

hybrids, the principle of charging at home to get around 25 miles of EV range before switching to petrol power is the same. However, the 1.4-litre petrol engine worked as a generator for the electric motor, rather than powering the wheels. The car looked fairly stylish, although it rode as if the engineers had forgotten to fit suspension and the boot was borderline pointless. But it was very nearly the right product at the right time.

The decision to end production because of frustratingly slow sales came just months after the Mitsubishi Outlander was launched. Which proved to be the car that put plug-in hybrids on the map, just as Vauxhall dropped theirs.

CHRYSLER PT CRUISER

9

No. built: 1.3 million **From:** 2001-2010
Price: from £2,000 **Our pick:** 2.4-litre 4cyl, 139bhp
Top speed: 121mph

THE absolute embodiment of a firework car, the PT Cruiser arrived in a blaze of positivity and customer demand, with buyers across the world actually paying over list price to get hold of early models. But that desire quickly burned out and demand came crashing down to earth for a car that fashion quickly moved on from.

The Chrysler was a five-door people carrier that was supposed to bring some US retro cool to a sector dominated by the likes of the Vauxhall Zafira and Renault Scenic, but it dated quickly. Even a quirky two-door convertible version with a chunky rollover hoop couldn't save a car that, if initial demand had continued, could have changed how family cars looked.

"THE CHRYSLER WAS MEANT TO BRING SOME US RETRO COOL TO THE CLASS"

MERCEDES A-CLASS

8

No. built: 6 million **From:** 1996-present
Price: from £700 **Our pick:** 1.6-litre 4cyl, 101bhp
Top speed: 113mph

ALTHOUGH the A-Class lives on to this day, and has been given a stay of execution as car makers rethink phasing out petrol models, here we're looking at the innovative Mk1 car.

Mercedes' first foray into small hatchbacks was developed with a so-called sandwich floor that meant interior space was comparable with that of a much larger car, but it added cost and complexity. And all the initial positivity around the clever design was turned on its head when a magazine conducting an evasive manoeuvre (the 'elk test') rolled an A-Class at 37mph.

The original A-Class never really recovered, despite Mercedes developing an electronic stability system and modifying the suspension. It was probably the firm's smartest-ever design, but future generations switched to a more conventional chassis offering less space. If Mercedes had made it work, and made money on that sandwich floor, premium small cars could be packaged very differently today.

FORD F-150 LIGHTNING

No. built: 90,000 **From:** 2022-2025 **Price:** N/A
Our pick: 98kWh, 446bhp **Top speed:** 106mph

THE sun set late last year on what was supposed to be the new electric dawn of the big American pick-up truck. Although it was beaten to the punch by Rivian's R1T, the F-150 Lightning EV was huge news when it was launched in 2022, because Ford's F-Series pick-ups have long been the biggest-selling vehicles in the United States.

North American buyers didn't jump at the chance to go electric in the way Ford had hoped, though, with those high interest levels not translating into sales. The company is rumoured to have lost considerable amounts of money on each one it did sell, despite the high list price compared with petrol and diesel pick-ups.

Ultimately, the United States wasn't ready to go electric with its trucks, and the Lightning's replacement will be a plug-in hybrid to head-off buyers' concerns, including the impact of towing on range. It'll meet US drivers halfway in the face of cooling EV demand.

SMART FORTWO

6

No. built: 2.5 million **From:** 1998-2024
Price: from £1,200 **Our pick:** 0.6-litre 3cyl, 44bhp
Top speed: 84mph

CLEVER, cheeky, a bit cool and with a tiny footprint, the Smart ForTwo could have completely transformed urban mobility. The first small car to have at least a hint of premium about it – thanks more to the brand itself than the admittedly funky-looking but solid plastic interior – the Smart ForTwo was born out of a joint venture between Mercedes and watchmaker Swatch, and was originally called the City Coupé.

The compact rear-mounted engine meant the Smart measured less than 2.7 metres long and, where legal, could be parked nose-in to the kerb without sticking out into traffic.

But the semi-premium pricing, bouncy ride (courtesy of the short wheelbase) and the frankly horrific automated manual gearbox – you had to drive around its shortcomings to avoid lurching horribly when changing gear – counted against it. Although the ForTwo carried on through three generations and ended up as an electric-only two-seater, it never really made any money.

JAGUAR X-TYPE

5

No. built: 350,000 **From:** 2001-2009
Price: from £1,500 **Our pick:** 2.5-litre V6, 193bhp
Top speed: 138mph

MAYBE it's a stretch to say the X-Type could have changed the world. But Jaguar's world, intriguing though it is in 2026, would look very different today if its compact executive saloon had succeeded in the way it hoped.

The BMW 3 Series and Mercedes C-Class were flying up and down motorways in big numbers as company cars at the beginning of the century and Jag needed an aspirational entry model to compete. But the X-Type's design was too 'old' Jaguar, relying on hints of the XJ, and the new car was tainted, unfairly, by the accusation of being a Ford Mondeo underneath, despite only 19 per cent of parts being shared.

Another huge problem was that the initial offering – with all-wheel drive and a six-cylinder petrol engine – was the wrong thing for the company car market. And by the time the attractive Estate (pictured) and more efficient engines with front-wheel drive arrived, the X-Type's reputation, and its fate, were sealed.

RIMAC NEVERA

4

No. built: up to 150 **From:** 2022-present
Price: from £1.6m **Our pick:** 120kWh, 1,888bhp
Top speed: 256mph

NOT for a second will we deny that the Nevera is a spectacular success in a number of ways. But even Rimac's charismatic owner, Mate Rimac, will admit that the wealthiest of drivers still want a more analogue feeling from their seven-figure supercars.

The Nevera's production run was initially set at 150 cars, but despite the first delivery taking place in 2022 – to no less a buyer than former Formula One world champion Nico Rosberg – the most recent figures put worldwide sales at about only 50 so far.

The car is capable of a 250mph-plus top speed and a staggering 1.74-second 0-60mph acceleration time, as well as a 300-mile official range – although not all at the same time. So, although the Nevera is an undeniable technical marvel, it's one that wealthy hypercar buyers don't appear ready to desire just yet.

TATA NANO

No. built: 300,000 **From:** 2008-2018 **Price:** N/A
Our pick: 0.6-litre 2cyl, 37bhp **Top speed:** 65mph

A TINY car devised to get India off motorbikes and scooters and onto four wheels fell way short of its target of 250,000 sales per year. Heralded as the people's car for the 21st century ahead of its launch, production delays, rising costs, some bad publicity around early cars catching fire, and concerns about the level of cost-cutting all worked against the little Nano.

That cost-cutting included fitting just a driver's-side door mirror, a single wiper blade and only three lug nuts per wheel, as well as reduced amounts of steel in the construction. Even the boot was initially only accessible from inside the car, and didn't actually open.

But the car itself fell between two stools, because it was neither cheap enough to tempt people off two wheels – especially when its prices rose sharply post-launch – nor well finished enough to tempt car drivers.

3

2

VOLKSWAGEN ID.3

No. built: Over 600,000 **From:** 2020-present
Price: from £9,000 **Our pick:** 58kWh, 201bhp
Top speed: 99mph

THE ID.3 was supposed to be the spiritual successor to the original Beetle and Golf: the people's car for the electric era. But years later, it's not even one of the 10 best-selling EVs in the UK, although VW Group siblings in the form of Skoda's Elroq and Enyaq, and the Audi Q4 e-tron and Q6 e-tron, all are. Meanwhile, the ID.3 is waiting for an upcoming hefty overhaul (Page 14) to boost its competitiveness.

It's also become the poster child for Volkswagen's hefty misstep in terms of its infotainment tech. This has not only come in for hefty criticism thanks to its user experience because of few physical buttons, it's also laggy and been plagued with bugs. The decision not to back-light the climate or volume sliders was a huge oversight, too.

But the biggest problem is that the ID.3 is mediocre at best. When your own sister brands are building better cars on the same platform, it must be a kicker for Volkswagen. There's still time to fix it, but the ID.3 hasn't had the impact its makers expected.

"IT'S BECOME THE POSTER CHILD FOR VW'S HEFTY INFOTAINMENT MISSTEP, WITH FEW PHYSICAL BUTTONS, BUGS AND A LAGGY SCREEN"

1

BMW i3

No. built: 250,000 **From:** 2013-2022 **Price:** from £5,000
Our pick: 42kWh, 170bhp **Top speed:** 93mph

ONE of the early entrants into the electric-car game, the i3 was built on its own bespoke architecture. This meant higher costs, but much better packaging, along with the kind of practicality you'd expect from a car in the class above; the i3 was shorter than a Renault Zoe, but much more spacious inside.

Initially, the BMW was available as either a full EV with a tiny 19kWh battery that gave an official range of only 81 miles, or a range-extender (REx) with a two-cylinder petrol engine topping up the battery. But the tiny fuel tank meant the combined range was a paltry 150 miles.

The REx was dropped in 2107, but the i3's battery size increased during its life. By the end of the car's production in 2022, the battery had grown to 42kWh, but that was still only enough for a sub-200-mile range.

Overall, the i3 was too expensive to build, too expensive to buy and too gawky-looking for many conservative buyers, although it was a success in terms of being a stepping stone to the more mainstream EVs BMW sells today. It handled well, too, especially for an EV in the mid-2010s, and designers still laud the bold styling. But the fact it hasn't been replaced speaks volumes about demand, and the cost of building this carbon-fibre-clad model. Yes, it was a pioneer, but EVs today are more conventional, less stand-out and less innovative than the i3.

HEAD OR

Audi's new Mk3 Q3 faces stiff competition from within the VW Group. How does it fare against Cupra's Formentor?

HEART?

Pete Gibson

> “ARE YOU LOOKING FOR A COMPACT SUV FROM THE VOLKSWAGEN GROUP? THEN YOU’RE SPOILED FOR CHOICE”

ESSENTIALS

Cupra Formentor	Audi Q3
Price: £49,980	**Price:** £49,945
Powertrain: 2.0-litre 4cyl, 328bhp	**Powertrain:** 1.5-litre 3cyl PHEV, 268bhp
0-62mph: 4.8 seconds	**0-62mph:** 6.8 seconds
Test efficiency (engine only): 30.6mpg	**Test efficiency (engine only):** 34.5mpg
Range: 370 miles	**Range:** 370 miles
Annual VED: £620	**Annual VED:** £620

AUDI Q3 vs CUPRA F

Can all-new Q3 see off challenge of recently refreshed Formentor?

ARE you looking for a compact SUV from the Volkswagen Group? Then you're spoiled for choice. VW, SEAT and Skoda have a wide range of options available, but at the sportier, more premium end of the spectrum there are offerings from Audi and Cupra.

One of the big sellers in the premium compact SUV sector is the Audi Q3, and the all-new Mk3 model is now in dealers. It's bigger than its predecessor, better to drive and has more tech than ever, so is bound to be a popular choice with buyers once more. But can you get all of the same qualities in the even sportier shape of the Cupra Formentor?

The Formentor was the first Cupra model to be launched that wasn't offered as a SEAT first, while an update in 2025 introduced improved technology on board and replaced the grille with the sporty Spanish marque's corporate 'bullnose' front end.

While the Formentor is an older design than the Q3, it comes with a similar range of powertrains, including high-performance petrol and plug-in hybrids, while prices are similar, too. Does the Q3 do enough to take victory here? Or does the Formentor's sporting edge give it an advantage?

HEAD TO HEAD

CONTENDERS

Audi Q3

PRICES for the Audi Q3 start at around £39,000 and climb to more than £50,000 at the top of the range. There are three trims – Sport, S line and Edition 1 – as well as 1.5 and 2.0-litre TFSI petrol engines on offer, with the latter available in two power outputs and with quattro four-wheel drive.

A 2.0 TDI diesel is also available, while the 1.5 e-hybrid featured here in S line trim adds an electric motor and battery combo for lower emissions. All cars are equipped with an automatic transmission as standard.

ON THE ROAD

THE Audi Q3 offers a fine balance between comfort and handling, and is well suited to UK roads. At low speeds the ride is a little fidgety, but not irritating. The e-hybrid is smooth when there's some charge in the battery.

The Formentor has a sportier set-up overall, including a low-slung driving position and a stiffer chassis. It feels more like a hot hatchback, especially when it's powered by the 328bhp 2.0 TSI petrol.

TECH HIGHLIGHTS

AUDI is a master of LED lighting, and the Q3 has front and rear clusters that can be programmed with different patterns. The Formentor has sharp LED lenses, too, and both cars offer bright beams that work well at night.

Screen sizes are similar between the two, but the Audi's bulkier housing looks a little awkward next to the Cupra's. The Q3's tech is more responsive and easier to use overall, but there's not much in it.

PRICE AND RUNNING

IF you want the lowest running costs in the Q3, then you have a choice of e-hybrid or diesel power, with the former being attractive to company-car buyers, the latter better for high-mileage users.

There's no diesel in the Formentor, but there are two e-Hybrid powertrains on offer, with the higher-powered version matching the Q3. It costs less than the Audi, but delivers similar fuel economy.

ORMENTOR

Cupra Formentor

THE Formentor range offers slightly better value than the Q3, with prices starting from £35,295. There are V1, V2 and V3 trims, and a new Tribe Edition special, plus VZ1, VZ2 and VZ3 specs reserved for the more powerful engines, largely matching the Audi on price.

As with the Q3, the entry-level engine is a 1.5 turbo petrol, although it can be had with a manual or auto gearbox. The e-Hybrid powertrain comes in two power outputs, while there are no diesel options. The 2.0 TSI pictured is a high-performance option.

ENJOY THE VIEW
A high driving position allows the Audi Q3 driver good visibility. The sportier stance of the Formentor means you sit quite a bit lower

PRACTICALITY

THESE two models are based on the VW Group's MQB Evo platform, so it's no surprise that they share the same wheelbase. Despite its sportier looks, the Cupra has marginally more legroom than the Audi, and the Q3 has more elbow room.

Both cars have decent boot space, but the PHEV versions cut the volume by a few litres. The Audi's 488-litre load bay is reduced to 375 litres in the e-hybrid.

SAFETY

BOTH cars are generously equipped with active safety systems. Lane assist can be a little over-reactive for some drivers, because the electronics counter your steering inputs, but it's fairly easy to deactivate.

In the Cupra, a menu on the driver's display can be called up via a steering-wheel button. For Audi drivers, it's even simpler, with a shortcut menu that appears every time you start the car.

OWNERSHIP

AUDI'S three-year warranty is par for the course, but the 60,000-mile distance limit is stingy when you consider that arch-rivals BMW and Mercedes offer unlimited cover.

Cupra has boosted its warranty package in an effort to attract more customers. Five years of cover matches Hyundai, although there's still a distance limit (90,000 miles) where the Korean firm has unlimited miles of protection.

THE Audi Q3 has been a big seller for the German firm since it first arrived in 2012. Now in its third generation, it's grown to create more space and practicality, and as with the previous model, there are five-door and sportier-looking Q3 Sportback bodystyles to choose from. The range comprises Sport, S line and Edition 1 variants, with 1.5 and 2.0-litre TFSI petrol and 2.0 TDI diesels on offer, plus a petrol-electric plug-in hybrid.

ENGINES & PERFORMANCE 4.2/5★

ALL combustion-engined models have decent torque from low revs, so you don't have to push them to make progress, and they have good mid-range performance for everyday use.

The 1.5 TFSI is a familiar Volkswagen Group unit. It's exceptionally refined, but can struggle to power larger models such as the Q3. It has lots of low-down torque, so it doesn't feel too tardy at urban speeds, but can seem underpowered when pushed – the entry-level BMW X1 has better overall performance.

Audi's 262bhp model offers a huge uplift in pace, while quattro four-wheel drive makes full use of the extra urge, especially in slippery conditions. It also seems to drive with more fluidity than the 1.5-litre variant.

While the e-hybrid is the most powerful Q3, it also has a kerbweight that's 150kg greater than the 2.0 TFSI 265's, so it's more than a second slower from 0-62mph. It still feels quick enough, but it's not as smooth as the pure-petrol model, because the transmission shunts as it switches between electric motor and combustion engine – it's a lot slicker than past PHEVs, though. The petrol engine does tend to sound thrashy when pushed, so you soon get into the habit of accelerating just enough to use the electric motor's power without the engine firing up.

DRIVING 4.5/5★

REGARDLESS of powertrain, the Q3 drives well for the class, with accurate steering and good response from the accelerator and brakes.

AROUND TOWN A high driving position gives a good view out, and light yet accurate steering at lower speeds boosts manoeuvrability. All models have 360-degree parking sensors and a reversing camera, too. There's a bit of a fidget to the ride at lower speeds, but it's not intolerable, and the trade-off is decent agility.

The e-hybrid works best when there's some charge in the battery. When it's full, the system prioritises electric running at lower speeds, and the set-up delivers smooth and responsive performance. It's not quite as refined when the engine is employed, with more noise from under the bonnet, but power delivery remains smooth when using smaller throttle inputs.

A & B-ROADS A common trait of Audi models is that their ride improves as you increase your pace, and on country roads the Q3 feels more stable and responsive than it does at lower speeds. The suspension soaks up bumps well and there's good grip, while body roll is kept in check reasonably well.

The e-hybrid is a little compromised due to the extra weight of the plug-in system. There's more body roll in corners, but on the other hand, the heavy battery helps to smooth out the car's ride, playing to the Q3's refinement.

As with any PHEV, the e-hybrid is at its best when there's some charge in the battery, so the electric motor can smooth out the powertrain's responses. When the battery is flat, there's more shunt from the transmission as the electric motor and engine work in tandem to make progress. However, the Q3 e-hybrid is still one of the smoother plug-in powertrains that's currently available.

MOTORWAY The Q3 is an accomplished long-distance cruiser, especially in e-hybrid guise, where the battery's weight helps to settle the ride. Again, with charge in the battery the electronics will favour electric drive even at motorway speeds, so refinement is good.

The Q3 defaults to the petrol unit once the battery has been run down, so there's more engine noise – you're left with a heavier Q3 powered by a 1.5-litre turbocharged motor, so it needs working harder if you need extra power for overtaking.

MPG & RUNNING COSTS 4.5/5★

WE'VE driven three variants of the Q3 with different powertrains and found that all get quite close to their official fuel economy figures. We also found that the higher up the powertrain tree you go, the easier it is to match the official figures.

The entry-level 1.5-litre TFSI 148bhp Q3 is officially rated at 44.1mpg in top-spec Edition 1 trim and over our test route, covering a mix of country roads, motorway and a little bit of town and urban driving, we saw fuel economy of 42.1mpg.

Move up to the 2.0-litre four-cylinder and the 201bhp TFSI petrol is rated at 34.4mpg, while the 262bhp version manages only 32.1mpg, again achieved in Edition 1-spec cars on the largest 20-inch wheels.

However, we drove the quattro model on the same roads as the 1.5 TFSI – and not slowly we might add – and managed to match the claimed figure of 32.1mpg. Diesel Q3s are rated at anywhere between 49 and 53mpg, depending on specification.

EV RANGE/ BATTERY/CHARGING On paper, the e-hybrid offers 72 miles of pure-electric

AUDI Q

Bigger, better and tech-packed c

MODEL TESTED:
Q3 1.5 e-Hybrid S line

PROS	CONS
Infotainment and digital interfaces	Exterior design is a little plain
Good ride and handling balance	Cabin noise could be improved
Impressive range for PHEV	Expensive in top specs

TESTER'S NOTES

THE Q3's adaptive suspension system is worth mentioning, because it does an excellent job of widening the car's bandwidth between a comfortable ride and a sporty-feeling driving experience.

These new dampers come with a clever dual-valve design that features excellent bump absorption when in comfort mode – even on the 20-inch wheels and tyres of the cars we tested. A caveat to this is that the adaptive suspension is only available on flagship Edition 1 trim as part of a £2,550 option pack.

Dean Gibson
Senior test editor

3

compact SUV targets the premium crown

FEATURES
S line model gets an illuminated badge and rear lightbar, plus 19-inch alloys. Boot space in the e-Hybrid drops from 488 litres to 375 litre to make way for the battery

> **“THE Q3 DRIVES WELL, WITH ACCURATE STEERING AND GOOD RESPONSE FROM THE ACCELERATOR AND BRAKES”**

range, and when we tested the Q3 e-hybrid in wintry conditions, the range predictor offered an estimate of 61 miles.

In real-world testing, we saw an average of around 73mpg from a full battery and a tank of fuel, while the economy deteriorated to around 34/35mpg once the battery was flat.

Audi offers DC charging of up to 40kW, which is capable of topping up the battery from 10-80 per cent in 26 minutes at a public high-speed charger. AC charging is rated at 11kW, so a three-phase source can fully replenish the battery in two and a half hours.

TAX Business users will automatically turn to the e-hybrid for the lowest company-car costs. A rate of six per cent is double that of an EV, but far lower than for petrol and diesel Q3s, which start from 33 per cent, rising to the maximum 37 per cent. The diesel models are in the 34-35 per cent categories.

INSURANCE As you might come to expect from an Audi, insurance groups are on the high side, but are no loftier than they are for rival BMW and Mercedes models. The line-up starts in Group 22 for the entry-level 1.5 TFSI Sport, rising to group 32 for the most powerful 2.0 TFSI quattro variant.

DEPRECIATION Audi has always been an aspirational brand, and the Q3 has relatively strong residual values. It falls in the 50-55 per cent range, with the best performers being the TDI diesels, followed by the 1.5 TFSI and e-hybrid variants.

INTERIOR & TECHNOLOGY 4.5/5★

THE Q3's chunky and complex design gives it the appearance of looking bigger than it actually is in the flesh, which we expect many customers will enjoy.

DESIGN The cabin shares many design cues with larger models. The curved layout of the dual screens emulates the look of the latest Q5 and A6, but the displays situated within them are smaller. There's no option for a passenger screen, as is available on those larger models, but big-car tech, such as a sophisticated head-up display, can be added as an option.

QUALITY Overall, the materials feel sturdy and contemporary. There's a real-metal insert on the dash and plenty of soft-touch microfibre across the dash-top and door. However, in the various models we've driven there are a few odd material choices that don't always seem to mesh together that well.

We were also left unimpressed by the gloss-black sliding cover over the central storage bin. It doesn't slide very smoothly when opening or closing, which is disappointing for something that you're likely to be touching on a pretty frequent basis.

TECH AND INFOTAINMENT Where the Q3 scores well is in its infotainment system. Audi revealed new software on its larger models, yet the system in the Q3 is actually completely bespoke and new to the brand.

The biggest improvement is the driver's digital display that – unlike in an Audi Q5 or A6 – can show a map view in front of the driver, keeping the touchscreen free for passenger use. By default the display narrows to show only a bar of information, with a rev-counter at its centre. We'd prefer to have traditional dials, but it's a far more legible layout than in other Audis.

In the gap between centre console and dash is a small bank of switches, where you'll find quick access to the driver-aids and drive modes, plus a physical volume knob.

PRACTICALITY 4.3/5★

A DARK headlining and black plastics can make the interior of the Audi Q3 feel a little claustrophobic, but the reality is that there's a generous amount of space on board.

FRONT SPACE The Q3's centre console isn't set too high, so the cabin doesn't feel as divided as in some rivals. There's good storage, with a centre-console cubby that contains a wireless phone charging pad and USB sockets, plus deep cup-holders behind that and a slightly narrow central storage bin beneath the armrest. There's a big glovebox and a second cubby by the driver's right knee, but the door bins are awkwardly shaped.

REAR SPACE Passengers have plenty of legroom, although the seat base is a bit narrow due to a couple of trays located at either end of the back seats, and centre-seat foot space is hampered by the transmission tunnel. Twin USB sockets and separate temperature controls are included.

BOOT SPACE There's a 488-litre boot in combustion-engined Q3s, but this reduces to 375 litres in the e-hybrid due to the battery under the floor. A powered tailgate boosts access, while the back seats fold in a three-way split, with a ski-hatch opening offered. With the seats flat, there's 1,386 litres of space, or 1,293 litres in the e-hybrid.

RELIABILITY & SAFETY 4.2/5★

AUDI fits all Q3 models with a full suite of active and passive safety elements. These are controlled through a quick-to-access menu via a physical button, and certain individual

OFF
AUTO
HI
LO
REAR
PE

INTERIOR

Dark colour scheme is complemented by a metal insert in the dash. Q3 feels well built, but the central storage bin cover didn't slide smoothly on our car

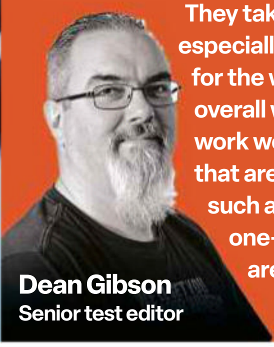
REAR SEATS

Space isn't an issue in the outer seats, although trays at the end of them reduces their width. Foot room in the centre seat is a little tight, too

TESTER'S NOTES

ONE new feature of the Q3 is its 'double deck' stalks. Rather than sprouting from the steering column, the indicator stalk and wiper selector are mounted on the left end of a bar that stretches behind the steering wheel, and they are more like rocker switches than traditional stalks.

They take getting used to, especially the rotary controller for the wiper speed, but overall we found that they work well, and the actions that are made most often, such as a single-wipe or one-touch indicator, are intuitive to use.



Dean Gibson
Senior test editor

DETAILS

The new 'double deck' stalks (above, left) control the indicators and wipers and take getting used to, especially the wiper-speed dial; 11.9-inch driver's display is mounted in a single curved screen with the infotainment

> "THE AUDI Q3'S CHUNKY AND COMPLEX DESIGN GIVES IT THE APPEARANCE OF LOOKING BIGGER THAN IT IS"

elements can be added to a shortcut menu for quick disengagement.

In terms of reliability, the Q3's well proven range of engines has generally been rated well, but there is always an associated level of complexity when elements such as dual-clutch gearboxes and turbocharging are involved.

WARRANTY 3.5/5★

A THREE-year warranty is as basic as you can get in the new-car market, while Audi's 60,000-mile annual limit is also a bit stingy when rivals such as BMW and Mercedes offer an unlimited-mileage clause.

SERVICING 4.0/5★

AUDI'S service plans can be combined with any finance deal, but four years of maintenance will cost more than £1,000.

THE Formentor was the first car to be launched exclusively as a Cupra model, and the Leon hatchback and Ateca SUV that flank it in the line-up are still sold as SEATs. With its low roof, the Formentor can't match the Ateca for headroom or boot space, but it's still a more practical car than the Leon, with a decent amount of room in the back and up to 450 litres of luggage capacity.

ENGINES & PERFORMANCE 4.3/5★

THE Formentor has a range of petrol engines sourced from the VW Group. A 1.5-litre with 148bhp kicks off proceedings, and its 0-62mph time of 9.0 seconds is the same whether you choose the six-speed manual or seven-speed automatic gearbox.

Performance fans will be pleased that the facelifted Formentor range includes a 328bhp 2.0-litre petrol model. Thanks to standard-fit four-wheel drive and 420Nm of torque, the 0-62mph dash is dispatched in less than five seconds, and there's a top speed of 155mph. If you're happy to sacrifice some performance to boost economy, the 261bhp 2.0-litre petrol model sprints from 0-62mph in 6.5 seconds.

DRIVING 4.4/5★

SPORTY looks are backed up by a driving experience that keen drivers will appreciate.

AROUND TOWN Whichever Formentor you choose, you'll find it pretty straightforward to drive. If you mainly drive on urban routes, it'd probably make most sense to opt for the 148bhp petrol, or the lower-powered e-Hybrid, simply based on cost and overall efficiency.

E-Hybrid models are a bit underwhelming when driven with any vigour; neither can shrug off the weight of their heavy battery, making these versions feel slightly less agile in corners, plus the suspension has been stiffened to compensate for the extra weight, so these versions don't ride as well. A more sedate driving style that makes the most of the all-electric range suits these models best.

Due to its hunkered-down stature, the Formentor doesn't provide the same high driving position as many of its rivals. Large C-pillars limit rear visibility, so we did find parking a little tricky at times. Thankfully, front and rear sensors are standard, while V2 models and above add a reversing camera.

A & B-ROADS It's best to keep the Formentor in the less hardcore driving modes on the road. Adaptive dampers are standard on VZ1 trim and above, which allow the Formentor to ride very well, although the firmest Cupra mode feels extremely hard and is best left at the track. The Normal drive mode is just right, with very little body roll and lots of grip, so you'll feel confident in carrying your speed on a twisty country road.

Even in versions without adaptive suspension, Comfort, Performance, Cupra and Individual drive modes all provide a genuinely different experience through the chassis, steering weight and drivetrain responses. The steering gets heavier but doesn't have any more feel, so it actually becomes slightly less enjoyable to drive.

The quickest Formentor models come with four-wheel drive as standard, which adds a feeling of security, with additional traction in wintry driving conditions.

MOTORWAY In Comfort mode, you'll find the Formentor is a perfectly pleasant car in which to rack up motorway miles. Road noise and wind noise are audible, although the SUV's naturally longer suspension travel (compared with a Cupra Leon) is happy to absorb bumps and ruts in the road – even on the larger 19-inch wheels the V2 and V3 models come with. The basic V1 sits on 18-inch wheels.

MPG & RUNNING COSTS 4.0/5★

PICKING the 328bhp 2.0-litre petrol engine will bring fairly hefty running costs; it's a high-performance petrol with four-wheel drive and an automatic gearbox, so 32.1mpg and 198g/km are hardly surprising. The front-wheel-drive 261bhp 2.0-litre TSI is better, at 36.2mpg and 177g/km, but the most efficient petrol is the entry-level 1.5-litre TSI engine.

The plug-in hybrid has better economy, on paper at least. The 201bhp version has WLTP figures of 176.6mpg and 32g/km emissions, while the 262bhp car claims 156.9mpg.

As with any other plug-in hybrid, the fuel economy you achieve will depend entirely on how often the battery is charged. From our experience of the 201bhp powertrain in other VW Group cars, a full tank of fuel and a fully charged battery should help you see a return of up to 70mpg. But if you only use the petrol engine and never charge the battery, that figure will be closer to 35-40mpg, depending on where you do most of your driving.

EV RANGE/ BATTERY/CHARGING Both the 201bhp and 268bhp plug-in hybrids use the same 26kWh battery and electric motor combination as the Q3 e-hybrid. Cupra quotes an all-electric range of up to 77 miles in the 201bhp car, or 72 miles in the 268bhp model.

The Formentor's maximum charging speed has increased dramatically compared with the pre-facelift car, from a relatively slow 3.6kW AC charging speed up to a maximum of 50kW using DC charging. This enables a 10-80 per cent top-up of just 26 minutes from a rapid charger. The latter is an expensive way

ON THE ROAD
Less hardcore driving modes suit the Formentor best for day-to-day driving, with the Cupra setting best suited for the track

CUPRA

Refreshed Spanish model blends

CUPRA
VZ
KY75 FZV

MODEL TESTED:

Formentor 2.0 TSI VZ3

PROS	CONS
Stylish mix of hatch and SUV	Touch-sensitive controls frustrate
PHEV version is much improved	Performance models are pricey
Lots of standard equipment	Rear visibility could be better

TESTER'S NOTES

THE Formentor's crossover-style body helps to keep the car's centre of gravity low, so it behaves more like a hatchback than an SUV on twisting roads. If you enjoy driving, then we'd recommend choosing one of the VZ models with adaptive dampers, because they deliver a wide range of ability. Comfort and Normal modes offer better refinement, while the Performance and Cupra settings deliver a harder edge. Alternatively, the Individual setting allows you to soften the ride but keep the powertrain sharp.

Dean Gibson
Senior test editor

FORMENTOR

a sporty stance with the practicality of an SUV

> **"THE CUPRA'S SPORTY LOOKS ARE BACKED UP BY A DRIVING EXPERIENCE THAT KEEN DRIVERS WILL APPRECIATE"**

of replenishing the Formentor, so we expect most owners to use a typical 7.4kW home wallbox charger, which will take around four hours to fully top-up a Formentor plug-in hybrid from empty.

TAX Every Formentor VZ model is currently subject to the luxury car tax that applies to vehicles costing more than £40,000, and won't be affected when the threshold changes for full electric vehicles to £50,000 in April.

For business users, there is the choice of two e-Hybrid versions, yet these can't match fully-electric cars when it comes to Benefit-in-Kind tax savings. The Cupra Tavascan is the Formentor's closest alternative if you'd prefer an EV from this Spanish brand.

INSURANCE Insurance premiums shouldn't be too horrendous, with the Formentor line-up sitting as low as group 21 (out of 50). The 328bhp four-wheel-drive car will push up the cost, because it's in group 35. In comparison, the sporty BMW X2 resides in groups 22 to 40.

DEPRECIATION The Formentor doesn't suffer too greatly from depreciation, holding on to between 46 and 51 per cent of its initial value after three years and 36,000 miles. The BMW X2 holds on to 46 to 52 per cent.

INTERIOR & TECHNOLOGY 4.0/5★

UPDATES to the Formentor introduced the 'shark nose' front end previously seen on Cupra's EVs, along with triangular headlights, a neater grille and revised bumper.

DESIGN The Formentor has a more modern and stylish interior than its Cupra Ateca sibling. A huge 12.9-inch central touchscreen is perched on top of the dashboard, and most of the climate controls have migrated to the screen to give a cleaner look, much to the detriment of usability on the move.

There's also a standard-fit digital instrument cluster, plus a steering wheel with copper detailing and a carbon fibre-effect centre.

QUALITY There are enough classy touches in the Formentor to lift it above a standard SEAT – especially in V2, V3, or VZ specifications, which get a leather-covered dashboard and suede-effect upholstery in places. Look down, and you'll see a lot of familiar switchgear and the stubby gearlever out of the latest VW Golf, but overall, the interior still feels quite special.

You'll still find some cheaper plastics on the doors and lower centre console that don't quite cut the mustard in a car that is priced on a par with an Audi Q3, and we also think that the plastic paddleshifters behind the steering wheel don't feel sporty enough.

TECH AND INFOTAINMENT You get four USB-C ports (two up front, two in the rear) to keep your devices topped up, plus standard wireless phone charging. A seven-speaker audio system with Bluetooth and DAB radio is fitted across the range, while the VZ3 model upgrades to a 10-speaker Sennheiser set-up.

Other standard kit includes electrically adjustable, folding and heated door mirrors, three-zone climate control and integrated navigation with a three-year subscription to features such as online traffic information and map updates.

PRACTICALITY 4.3/5★

IF you want to prioritise practicality, then you might find the Formentor is a little compromised. But Cupra has added useful touches to make life on the road a bit easier.

FRONT SPACE The Formentor is a little longer than the Ateca SUV and offers reasonable practicality despite its low, coupé-style roofline. There's plenty of space up front, and the sports seats allow you to lower the driving position more than you might think. The raised centre console adds to the sporty feel.

One minor irritation is that the circular button on the centre console looks like the starter, but it's not, it actually deactivates the electronic stability control. The engine start is a circular button that's located on the lower-right steering wheel spoke.

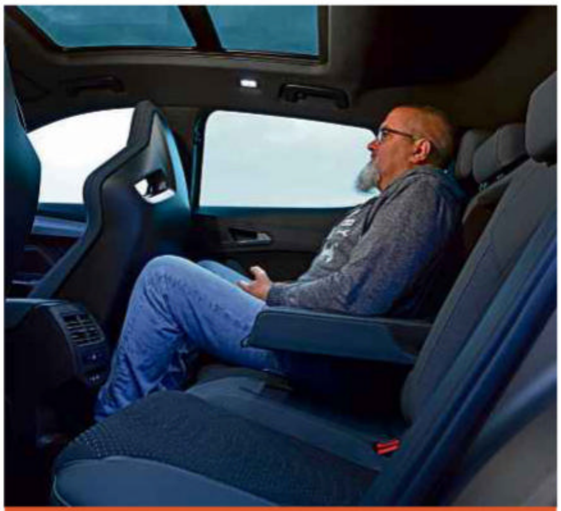
REAR SPACE Even with chunky front seats, especially the clamshell, carbon-effect items in the top-spec VZ models, it doesn't feel too claustrophobic in the back. Should you want the interior to feel even more airy, a panoramic sunroof costs around £1,500, but this has a slight impact on headroom.

Those buying the Formentor as a family car will find three Isofix child-seat anchor points – two in the rear, one on the front passenger seat – with the rear anchors located behind some easily removable plastic tabs.

BOOT SPACE Boot capacity is a mixed bag. Front-wheel-drive petrol models feature a generous 450-litre load bay, which is 86 litres less than you get in a Peugeot 408, but adding four-wheel drive reduces this by 30 litres. These versions still have a bigger boot than the Cupra Leon or VW Golf GTI, though. Plug-in hybrid versions of the Formentor have 345 litres of boot space, which is less than the Audi Q3 hybrid offers.

RELIABILITY & SAFETY 4.0/5★

WE don't have any data from the Driver Power ownership satisfaction survey on what the Formentor is like to live with, but Cupra needs



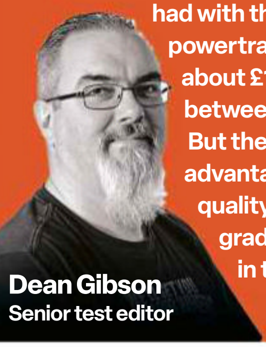
REAR SEATS

Sports seats on VZ models don't really impact passengers in the back; optional panoramic roof adds extra light, but slightly reduces headroom

TESTER'S NOTES

CUPRA'S position in the VW Group has evolved over time, and the Formentor has played a pivotal role in that. The most recent update has given the car a visual upgrade inside and out, while prices have increased to reflect the car's move upmarket.

Both the Formentor and Audi Q3 can be had with the 268bhp 1.5 e-Hybrid powertrain, and there's only about £1,000 difference between them in price. But the Audi still has an advantage in terms of quality, with more high-grade materials than in the Cupra.



Dean Gibson
Senior test editor

Drive Profile: Performance
Since start
35.2 mpg
121 mi
42 mph
2:55 h
rpm x1000

INTERIOR

Cabin material and build quality is good, but there are some cheaper plastics dotted around; the driver gets a 10.25-inch digital instrument cluster with various displays, including a large rev counter for track days

> "UPDATES INTRODUCED THE 'SHARK NOSE' FRONT END THAT WAS PREVIOUSLY SEEN ON CUPRA'S EVS"

to work on improving its disappointing 28th position out of 32 in the list of brands. The facelifted Formentor received a five-star rating from Euro NCAP under its most up-to-date testing criteria in 2025. To gain the full suite of active safety systems you need to upgrade to either V2, VZ2 or VZ3 specs.

WARRANTY 4.6/5★

UNLIKE most VW Group products, the Cupra Formentor features a five-year/90,000-mile warranty, beating the Q3's merely average three-year/60,000-mile cover.

SERVICING 4.0/5★

CUPRA offers three levels of maintenance cover, which you can choose to pay for via monthly instalments or as a lump sum, with two years of maintenance coming in at £540. ▸

PRICES AND SPECS

	AUDI Q3	CUPRA FORMENTOR
Price from/as tested	£38,995/£49,945	£35,295/£49,980

POWERTRAIN AND PERFORMANCE

Engine	1.5cyl in-line/1,498cc	4cyl in-line/1,984cc
HEV Motor	113bhp	N/A
Power	268bhp	328bhp
Torque	400Nm	420Nm
Transmission	Six-speed auto/fwd	Seven-speed auto/4WD
0-62mph/top speed	6.8 seconds/134mph	4.8 seconds/155mph
MPG (engine only/official)/range	34.5/148.7/342 miles	30.6/31.7/370 miles
All-electric range	69 miles	N/A
CO$_2$	43g/km	203g/km

DIMENSIONS

Length/wheelbase	4,531/2,681mm	4,451/2,681mm
Width/height	2,087 (incl. mirrors)/1,588mm	1,839/1,505mm
Rear knee room	560-805mm	595-832mm
Rear headroom/elbow room	950/1,505mm	965/1,450mm
Boot space (seats up/down)	375/1,293 litres	420 litres/N/A
Boot length/width	885/995mm	810/1,030mm
Boot lip height	750mm	715mm
Kerbweight/payload/towing weight	1,825/580/2,000kg	1,559/601/1,700kg
Turning circle	11.8 metres	11.0 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000 miles)	£25,921/51.9%	£23,741/47.5%
Depreciation	£13,074	£11,555
Ins. group/quote/VED	30/£838/£195	35/£974/£195
Three-year service cost	£1,104 (4 years)	£540 (2 years)
Annual tax liability std/higher rate	£872/£1,744	£3,828/£7,657
Annual fuel cost (10k miles)	£1,779	£2,006
Basic warranty (miles)/recovery	3yrs (60,000)/3yrs	5yrs (90,000)/2yrs
Driver Power manufacturer position	19th	28th
NCAP Adult/child/ped./assist/stars	86/81/76/74/5 ★ (2025)	91/86/79/77/5★ (2025)

EQUIPMENT

Metallic paint/wheel size	£695/19 inches	£695-£2,055/19 inches
Parking sensors/camera	Front, rear & side/rear	Front & rear/360-dregree
Spare wheel/Isofix points	Repair kit/three	Repair kit/yes
Keyless entry & go/powered tailgate	Yes/yes	Yes/three
Leather/heated seats	Part artificial/front	Part artificial/front
Screen size/digital dashboard	12.8/11.9 inches	12.9 inches/10.25 inches
Climate control/panoramic sunroof	Three-zone/£1,285	Three-zone/no
USBs/wireless charging	Four/yes	Four/yes
Wireless CarPlay/Android Auto	Yes/yes	Yes/wired
Blind-spot warning/head-up display	£3,500 pack/yes	No/no
Adaptive cruise/steering assist	Yes/yes	Yes/yes

WHAT WE WOULD CHOOSE

AUDI Our test car's Sage Green paint (£695) looks smart, while the alloys are a £650 option – you get silver five-spoke wheels in the same 19-inch size as standard. The Driver Assist pack (£1,200) adds rear-traffic, blind-spot and safe-exit alerts.

CUPRA Matt bronze and two shades of grey paint cost £2,055. Graphene Grey and Dark Void purple metallic are £995 options. You can add bronze wheels to lower-spec versions of the Formentor at extra cost.

INFOTAINMENT

22.0
22.0
individual
dynamic
comfort
efficiency
OFF
A/C
AUTO

Audi Q3 4.5/5★

MMI NAVIGATION PLUS

KEY FEATURE: THREE-YEAR NAV & INFOTAINMENT SUB

WE like the touchscreen layout, but the massive bezels make it look a little old-fashioned. However, the digital interface has been designed for Audi's smaller models, so is easier to use than the complex system found in the Q5.

The main screen has a full-size map with floating tiles that handle other functions such as phone and media. The screen isn't huge, but these are laid out cleanly and are quick to access. Air-con controls are integrated into the main screen in a static bar at the base – these work fine.

P
9:56
Drive Profile
Comfort
Performance
CUPRA
Individual
Offroad
Drift
AUTO
20.0°C
CLIMA
20.0°C

Cupra Formentor 4.3/5★

12.9 INCH MEDIA | KEY FEATURE: SENNHEISER AUDIO

EVERY Formentor now has a 12.9-inch touchscreen. In terms of functionality, it's not a massive step forward, but it's more intuitive, while bespoke graphics distinguish it from other VW Group cars. The divisive climate control touch sliders are thankfully now illuminated, too.

There are some useful shortcuts on the climate-control page, such as a setting to warm your feet, and another to cool the cabin, but we still prefer physical buttons to make things easier to find while you're driving.

> "WE LIKE THE TOUCHSCREEN LAYOUT IN THE AUDI, BUT THE MASSIVE BEZELS MAKE IT LOOK A LITTLE OLD-FASHIONED"

CUPRA FORMENTOR BEST FOR:
Drivers. A lower ride height and more responsive chassis mean the Formentor is fun, although you do have to put up with a firmer ride.

AUDI Q3 BEST FOR:
Comfort. High-grade materials make the Q3 feel upmarket. A more composed ride also boosts the car's appeal, although it still handles well.

RESULTS

WINNER ★★★★½

Audi Q3

AUTO EXPRESS
ROAD TEST WINNER
JAN 2026
★★★★½
Audi
Q3

INCREMENTAL improvements in every area mean that while the third-generation Audi Q3 doesn't revolutionise the premium compact SUV class, it should still be on any buyer's shortlist. The cabin feels upmarket and hi-tech, while there's plenty of space for passengers and luggage alike.

But what really sets the Audi apart is its all-round driving experience. The balance between comfort and handling is well suited to UK roads, while the petrol, PHEV and diesel engine options offer plenty of choice.

INTERESTED?
Scan the code to see deals on the Audi Q3

RUNNER-UP ★★★★☆

Cupra Formentor

THERE isn't much wrong with the Cupra Formentor, and if you're looking for family-friendly transport but aren't yet willing to take the plunge with an SUV, then its crossover-style shape offers more versatility than a hatchback. What's more, the sharp chassis will be tempting for buyers who still require driving fun from their family car.

The VZ models have tremendous appeal, but a premium price tag doesn't sit well when the Q3 offers even higher quality at a similar price. We'd stick with the lower-spec versions.

INTERESTED?
Scan the code for Formentors available now

FIRST REPORT

MAZDA CX-80

With a shiny new long cable at the ready, we're charging into life with the seven-seat CX-80 plug-in hybrid

Steve Walker

Steve.Walker@autoexpress.co.uk

PLUG-in hybrids are the car world's ultimate compromise. Two power sources are merged and crammed into a single car, which takes on a strange third character – not quite that of a petrol car, not quite that of an EV but capable of delivering the best and worst bits of both. With the Mazda CX-80's arrival on our long-term test fleet, I am committed to doing it right.

That really means charging, and lots of it. When the 17.8kWh battery that underpins the electric part of the powertrain is flat, all its EV tech becomes very heavy luggage that the CX-80's poor-old 2.5-litre petrol engine has to haul around. The secret to getting the most out of any PHEV is to keep that battery brimmed as much as possible, and I'm lucky enough to have a home charger to do it with.

As soon as I heard I would be getting the keys to the CX-80 Homura Plus long-term test car, I could hear the distant rattle of the first big problem coming down the tracks. I drove a Mazda MX-30 for six months in 2021 and learned then that Mazda favours charging cables of the shorter variety.

A three-metre cable would be no issue for most prospective owners, but for me? Well, let's just say that when your home charger installer asks whether you want the wallbox located five metres away from your parking space to save running an 'unsightly' cable down the side of the house, say "no".

After I made that foolish decision, cars with shorter cables force me into all kinds of elaborate multi-point turns, depending on where their charging flap is located. With the CX-80 being a 4,995mm-long, seven-seat SUV, those manoeuvres would have had to be worthy of the Red Arrows, so I bit the bullet and went on eBay for one of Tesla's gorgeous 7.5-metre-long charging cables.

I'm now in the position to charge the Mazda CX-80 as the manufacturer intended (a lot) with minimal faff. And it's a good job because the car is currently delivering only about 22 miles of its official 38-mile WLTP electric range before it declares the battery is too depleted to power the car on electricity alone.

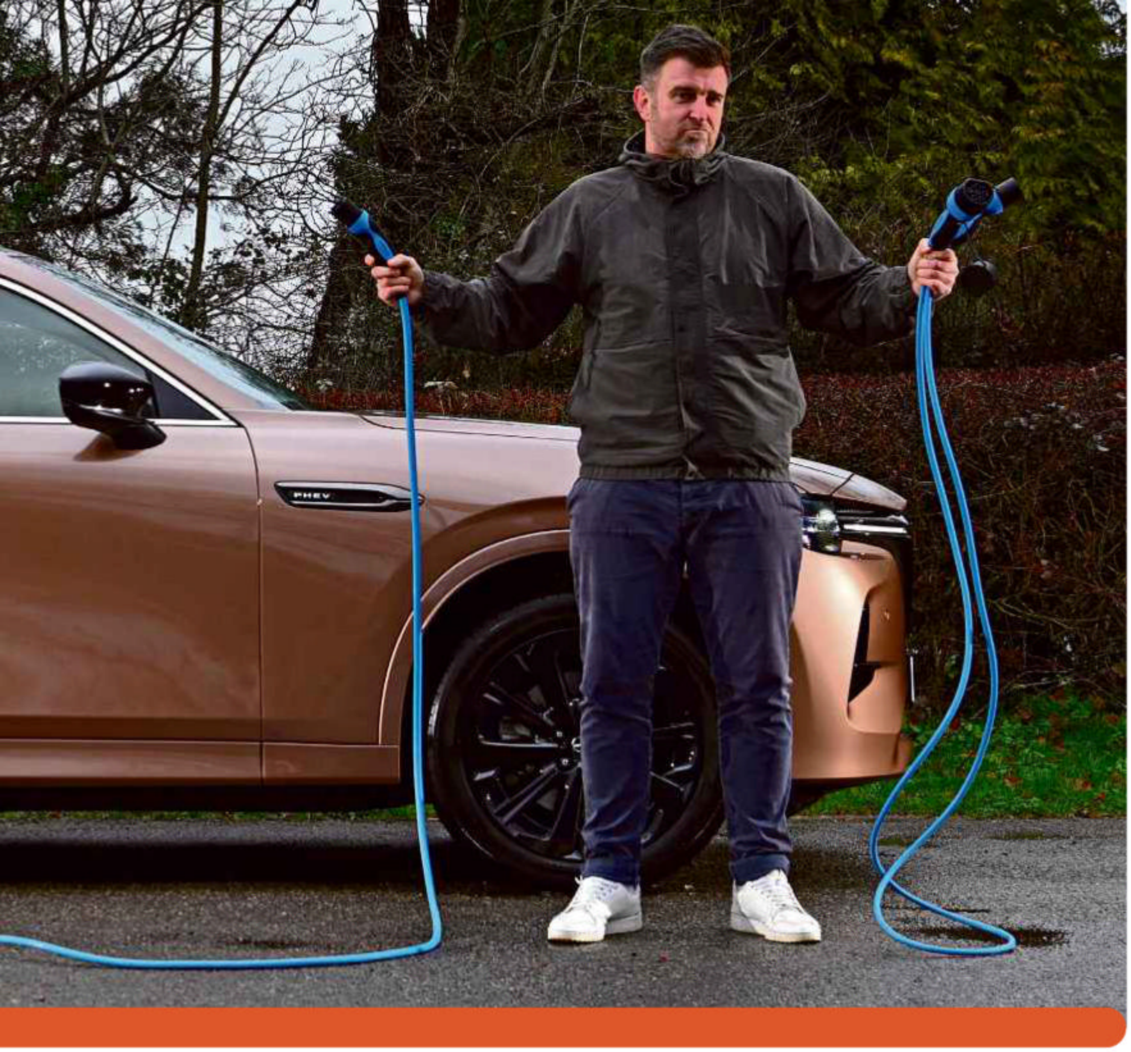
It's early days and my daily driving – a school run with a giant hill in the middle – is notoriously unfavourable to EV efficiency, yet I saw 145mpg on the trip computer in the first week. Stay tuned for more news of the CX-80's performance in EV and hybrid modes.

So charging aside, what else can I say about the CX-80? The 323bhp power output with 500Nm of torque sounds like a lot, but it has a 2,300kg SUV to contend with. The 0-62mph dash is over pretty rapidly, in 6.8 seconds, but Mazda's famous sporty DNA isn't evident.

This car costs £56,530 in mid-range Homura Plus trim, with just one option fitted: Melting Copper paint, at £650. The only free colour option is Arctic White, while Mazda's trademark Soul Red Crystal paint is £900. But that might be a bit much on a car of the CX-80's bulk, anyway.

There's an intriguing no-cost option to have two captain's chairs in the middle row instead of the bench seat for walk-through access, but we didn't go for that. What we have got is a panoramic sunroof that lets some extra light into the sombre interior.

If anything, the cabin feels a little old-fashioned, but don't knock it. In the first few days with the car, having a bank of physical buttons for the climate controls and a rotary knob for the unfussy infotainment system has been a revelation. Just like the old days when plugging in an electric vehicle was an experience only enjoyed by milkmen.



MODEL TESTED:

Mazda CX-80 Homura Plus

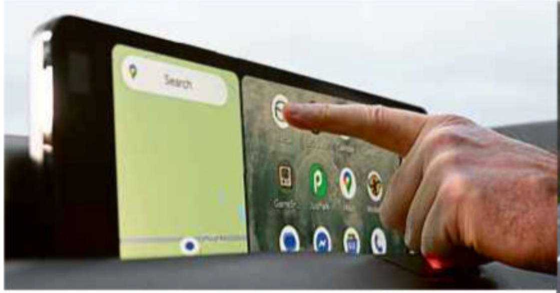
On fleet since:	January 2026
Price new:	£56,530
Powertrain:	2.5-litre 4cyl petrol PHEV
Power/torque:	323bhp/500Nm
CO_2/BiK:	36g/km/13%
Options:	Melting Copper metallic paint (£650)
Insurance*:	Group: 39 Quote: £1,240
Mileage/mpg:	2,423 miles/44.2mpg
Any problems?	None so far

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

> **"IT'S EARLY DAYS, BUT I SAW 145MPG ON THE TRIP COMPUTER IN MY FIRST WEEK WITH THE PLUG-IN HYBRID"**

WITHIN REACH

The CX-80's 3m charging cable is likely to be fine for most owners, but Steve bought a longer one because of his charging point faux pas – and there's room under the boot floor for it. Adults fit in the rear seats but accessing them via the middle row is cumbersome



PROS

- Decent space in first five seats
- Physical buttons for the infotainment
- Plenty of kit as standard

CONS

- Dark interior is oppressive
- So-so powertrain refinement
- Back seats are hard to access

VERDICT ★★★★☆

WE'RE looking forward to the challenge of maxing out the large SUV's economy with regular charging, and seeing how it fares on longer trips. In the meantime it's proving more than capable for the school run – but were we wrong to opt for a regular middle row of seats rather than captain's chairs? We'll find out on future family holidays.

Jordan Katsianis

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FIRST REPORT

BYD SEALION 7

Will the large SUV buck the trend and demonstrate that Chines

IF 2025 proved one thing, it's that Chinese car brands are deadly serious about becoming the biggest player in global sales. But despite having driven the vast majority of the new offerings on sale in the UK, no Chinese-branded model has really taken my fancy so far.

This isn't about brand snobbery or politics, but the fact that Chinese cars often feel more like a product than a car, so often missing the soul that turns a car from a tool into something worth cherishing. So to challenge this notion, I've got my hands on China's biggest manufacturer's largest EV for the next few months to try to convince me otherwise.

This is the BYD Sealion 7, a chunky electric SUV with a sloping roofline and a high-performance powertrain. It can be a little hard to grasp just how big it is from the pictures, but the 7 is around 250mm longer than a Volkswagen ID.5 or Skoda Enyaq Coupé – two cars that, despite this discrepancy, act as key rivals across most other metrics.

BYD says the Sealion 7 is all about breaking with clichéd notions of 'cheap', and it certainly does that when you read the price. Our car, in base Comfort trim, starts at £47,000. Its £1,100 of optional white paint results in a £48,100 on-the-road price.

Like lots of Chinese cars, it's not short of equipment. Comfort trim comes with a 15.4-inch touchscreen, panoramic roof and heated and cooled front seats, with the rear bench and steering wheel also heated. A high-spec 12-speaker Dynaudio stereo, 360-degree camera system with sensors all-round and 19-inch wheels complete the kit highlights.

In fact, the only things this version lacks are the head-up display, real leather seats and larger 20-inch wheels found on higher specs.

But there are a few elements missing across the range that could be expected at this price point. Matrix or adaptive headlights beyond just automatic full-beams are a notable miss, as is any form of massaging seats or autonomous parking assistance.

In contrast to the upper two dual-motor models, Comfort comes with a single, rear-mounted motor producing 308bhp. It derives its power from an 82.5kWh battery pack, and BYD quotes a 0-62mph time of 6.7 seconds. That 'Blade' battery is capable of up to 150kW charging speeds, which should get the battery from 10-80 per cent in around 32 minutes. Range is quoted at 300 miles.

But hold on a second. Aren't high-end Chinese cars meant to be breaking the internet with their incredible charge speeds, performance and technology? A Volkswagen ID.5 isn't just £10k cheaper, but it'll also do an extra 45 miles on a charge and match the BYD for performance and top-up speeds. The flagship Ultimate model ups the range and charging to 329 miles and 230kW, but at £59,000 it's hot on the heels of BMW's new iX3 with its 500 miles and 400kW peak.

You sit high in the BYD's driver's seat, and the relatively low dashboard only accentuates this. The sloping roofline and tiny rear window don't give it a particularly airy feeling – but the panoramic roof helps.

Connectivity has its highs and lows. The screen is relatively fast to react and has no problem maintaining a solid wireless

e cars come with a soul?

> **“IT’S NOT SHORT OF KIT. IN FACT, IT ONLY MISSES OUT ON THE HUD, REAL LEATHER AND 20-INCH WHEELS FOUND ON HIGHER TRIMS”**

connection for Apple CarPlay. But simple tasks are buried in multiple menus. You can also rotate the screen in a typical BYD way, but I find this utterly pointless.

We’ll go into more detail about how the Sealion drives and the sort of efficiency we’re getting over the course of the next few months, but at the moment it’s doing around 2.9 miles per kWh. This is less than what BYD quotes and is the result of largely urban driving so far, but that’s not such a bad number considering the recent cold weather.

The BYD will have to prove it’s worth the ambitious price tag by driving, cosseting and reassuring us to the levels we expect of its legacy-branded rivals that offer very similar, if not even better value. Only time will tell.

MODEL TESTED:
BYD Sealion 7 Comfort

On fleet since:	December 2025
Price new:	£47,000
Powertrain:	82.5kWh battery/1x e-motor,
Power/torque:	308bhp/380Nm
CO₂/BIK:	0g/km/3%
Options:	Premium paint (£1,100)
Insurance:	Group; 46 Quote: £1,424
Mileage:	588 miles
Efficiency:	2.9mi/kWh
Any problems:	None so far

Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

CONS
- Range is so-so at 300 miles
- Comfort trim’s slow charging speed
- Efficiency

PROS
- Good 360-degree camera system
- Quiet electric motors
- Huge rear seats

DETAILS
Heated rear seats offer plenty of head and legroom. The 15.4-inch touchscreen is responsive but finding what you need isn’t always straightforward, and the rotating function isn’t something we’ll use much

VERDICT ★★★½☆

CHINESE powerhouse BYD isn’t satisfied with just offering better value than some of the competition with its new Sealion 7 – it wants to offer the best. For now, its numbers suggest it has to work hard. Time to see if it grows on us, or whether BYD is being a little too ambitious with its largest all-electric SUV.

FLEETWATCH

ABARTH 600E
AFTER a short break from the Abarth over the Christmas period, I’m frankly amazed I had forgotten how stiff the suspension and ride are in our 600e. I know it’s a focused handling machine, but driving home on average-quality roads, I was being jostled and bounced around like a baby on their overly excited aunt’s knee. Hopefully after a few hundred miles my spine will become accustomed to life in the sporty Abarth once again.

ELLIS HYDE

BMW X3
THE 30e’s 2,140kg mass (plus 200kg of occupants) and its uncertainty over whether to deploy electric and/or combustion power mean the hybrid doesn’t launch like many BMWs. That’s why there’s a cheeky BOOST paddle: one pull, a slight pause, then the driver’s display lights up like Fortnums at Christmas and the X3 gives it all it’s got. The result? Far more clinical overtakes.

PHIL MCNAMARA

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NEWS

zda sets sights on Tesla with 6e
market as it announces new rival for Model 3

AL

NS WILL BE AVAILABLE: THE
AND A LONG RANGE MODEL"

STYLING
New EV is identical to EZ-6, which is already on sale in China; 19-inch alloy wheels feature an efficient design to boost range

LUDING
UL RED"

INTERIOR
Passengers have plenty of room front and rear; 14.6-inch touchscreen dominates dash

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PRODUCTS

HOT KIT

Outin Nano Portable Espresso Machine

Price: £139.99 **Contact:** *outin.com*

IF you love an espresso when you're taking a break from driving, you're probably used to paying at least £3 for a shot at a service station. Nothing brought from home in a flask is going to hit the spot and setting up a domestic coffee maker in the car will take up space and require power.

Outin has come to the rescue with a portable espresso machine that will fit in most gloveboxes. The battery-powered Nano weighs just 670g and is no bigger than a traditional flask, but it will make up to five espressos with one charge. The battery can then be topped up using a 12V or 24V charger, or a USB adaptor with a feed of more than 10W.

The Nano is compatible with Nespresso Original pods or can be used with your own ground coffee if you don't mind a little more work to pack the capsule manually. You then add between 50 and 80ml of water into the integral tank and turn the machine on. It takes around 200 seconds to heat up water from room temperature to the required 92 degrees C, and then the Outin creates 20 Bar of pressure to give the necessary creamy espresso. Alternatively, use hot water from a flask, which speeds up the process and extends the unit's battery life.

The Nano Portable Espresso Machine costs £139.99 – or around 47 takeaway coffees – and is available in seven colours to match your car.

CAFFEINE HIT The Nano makes five espressos on one charge and its battery can be topped up using your car's 12V socket

Outin
Outin

BOOKS

Petrol Head

Richard Porter (*smithandsniff.com*)
Price: £10.99 **Rating:** ★★★★½

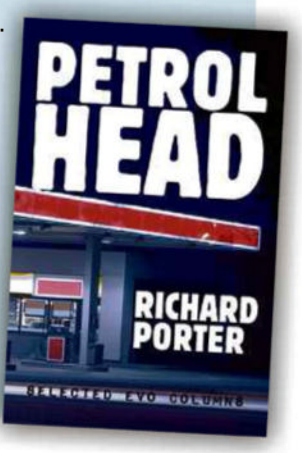
THE author of Petrol Head, Richard Porter, will be known to many car enthusiasts as one half of the podcast-presenting duo of Smith and Sniff, or for his script-editing work for various car TV shows. But he is also the longest-serving columnist on Auto Express's sister magazine evo, having filled a page with his musings every month since early 2003.

This book is the first time a selection of these columns has been pulled together in a compilation, which Porter says are the best of the hundreds he has written. Each of the 80 chapters are bite-sized observations on cars and motoring, prefaced with a small introduction from the author, which provides a little context to the columns. This is needed because many are relevant to hot topics from the long-forgotten time they were written.

These chapters don't take long to read, so the book is ideal for keeping in a small room, where you might only spend a few minutes during the day. Your family might wonder why you are chuckling in there, too, because the subjects covered are amusing or thought provoking.

It's a book that proper car fans will love, especially those who are a similar age to the author and will remember the cars and events mentioned in the columns. Younger readers or anyone with just a passing interest might be a little bemused by some of the topics, but we loved it.

The paperback costs £10.99 from *smithandsniff.com* and is also available as an e-book from Amazon for £7.99.



NEW PRODUCT

Carbon Collective Underbody Rust Protection Kit

Price: £28.99-£99.99 **Contact:** *carboncollective.com*

BRITISH car care company Carbon Collective has introduced two new solutions designed to minimise the impact of winter motoring.

The Elixir salt remover and Helix anti-corrosion spray are offered individually for £19.99 (500ml), as an Underbody Protection Kit for £28.99 for two 500ml bottles, or as a full kit including a sprayer and a pair of two-litre bottles for £99.99.

The full kit is ideal for business users, but for the average driver the two 500ml bottles provide more than enough protection for one car.

The Elixir Salt Remover is a foaming, low-pH pre-wash that should be used before car shampoo, and can be applied to the upper bodywork and underside of the car.

It's formulated to remove bonded crystallised salt particles from the surface, which the makers claim would not be dealt with by the normal wash process. It says road salt reacts with organic molecules such as oil, forming a film coating on the vehicle's surface. While salt can be dissolved in water, bonded grains of salt are not easily removed by pressure washing or hand washing alone, whereas Carbon Collective says that Elixir will organically break down and remove corrosion-creating road salt.

The Helix anti-corrosion spray, meanwhile, can be used as a trigger spray or applied by hand. It's been formulated for underbody and rust protection, and creates a transparent, soft protective film that prevents the formation of rust and corrosion.

The liquid is thin and easy to apply to surfaces and cavities; Carbon Collective suggests the best approach is to clean the underside of your car with the Elixir salt remover, then protect it with the Helix spray.

CARBON COLLECTIVE
ELIXIR
SALT REMOVER
CARBON COLLECTIVE
HELIX
ANTI-CORROSION

> **"WHILE SALT CAN BE DISSOLVED IN WATER, BONDED GRAINS OF ROAD SALT ARE NOT EASILY REMOVED BY PRESSURE WASHING OR HAND WASHING ALONE"**

SHIELD
Use the Salt Remover on your car's paintwork and underside before you apply a shampoo. Then use the Anti-Corrosion spray, which repels moisture and halts existing rust growth

FIRST TEST

4K+2K
Mirror 1

Miofive Mirror Dash Cam

Price: £217.99 (including 128GB SD card)
Rating: ★★★☆☆ **Contact:** *amazon.co.uk*

WE'RE big fans of Miofive's dash cams, and the company's range has now been bolstered by a mirror-mounted product.

Cameras that fit over a car's rear-view mirror take up less space on smaller windscreens and are always within reach to save footage after an incident.

The Miofive Mirror Dash Cam has the added advantage of a waterproof rear camera, allowing it to be mounted on the outside of a vehicle. This means it can be used on convertibles with no fixed rear window, or vans and campers. In addition to recording what's going on behind you, the Miofive can also be used as a live viewing camera.

The unit itself can replace your existing mirror, or be mounted over it using straps or sticky pads. It is then either powered from an optional hardwire kit, or via a USB/12V socket.

The mirror surface is a 11.26-inch touchscreen display, which can either be turned off to show a normal reflection or show the views from the front, rear or both cameras. Using a separate GPS antenna, it will also alert you to speed limits.

The 4K front-view camera has superior footage to the 2K rear – we found the rear camera quickly became dirty. It was also a little laggy to react, especially at night, which limited its usefulness as a live rear-view camera when reversing into a space.

MINI TEST

Tom Barnard

ANYTHING that makes washing a car easier at this time of year is very welcome. That's especially true for your wheels, which demand you kneel on the cold, wet ground to try to scrub off the brake dust. These stubborn deposits are caused when hot iron fragments from pads and discs weld themselves to the surface of your rims.

Our favourite wheel cleaners use iron-dissolving ingredients, which tackle these stubborn, embedded brake dust deposits, shrinking them so they can be rinsed or brushed from the surface.

Our test winner for the past few years has been Bilt-Hamber's Auto-Wheel, and here it meets its toughest challenger from Turtle Wax. There was very little to separate them in our cleaning tests, and the newcomer was slightly more pleasant to use. But with the points totals so close, costs became a decider – and the Bilt-Hamber is better value. It clings onto its Best Buy title in this test.

Turtle Wax Reactor All Wheel Cleaner

Price: £18 **Size:** 1 litre **Rating:** ★★★★½ **Contact:** *turtlewax.co.uk*

TURTLE Wax's clever chemicals react with the iron fallout in the brake dust on your wheels – it's incredibly satisfying to watch as the black deposits turn into a deep purple gunge. For the lighter dust on our test alloys and plastic wheel covers, a quick wipe was enough to see off the dirt, while tougher deposits needed a little persuasion with the assistance of a brush and a longer dwell time.

The cleaner is also pH-balanced, which means it will remove dirt from all types of wheel without risking damage or corrosion to expensive alloys. That's especially important if you have a special polished finish or any chips in the lacquer.

Looking at the identical sectioned panels of our test wheel, the Turtle Wax wasn't quite as effective at removing grime as the Bilt-Hamber – but we really did have to inspect them closely to spot the difference. On the plus side, the Reactor solution smells much more pleasant and its curved bottle is more comfortable to hold than its rival here.

TESTED Wheel cleaners

Wheels on fire: Stubborn brake dust and grime is a pain to remove. Which of these cleaners work best?

Bilt-Hamber Auto-Wheel

Price: £14.95 **Size:** 1 litre **Rating:** ★★★★★ **Contact:** *bilthamber.com*

BILT-Hamber's Auto-Wheel has breezed these tests in the past, taking on 18 wheel cleaners and winning last year. But this was its toughest test yet.

It sets a high benchmark, dissolving our dirt with ease and leaving less dust behind than its rival – but only just. It had to concede some points, though. When inside our garage, we couldn't ignore the sulphurous, eggy smell caused by the Auto-Wheel's active ingredients, while Turtle Wax says it has developed scent-blocking technology to mask the odour in its formula. This is less of an issue when you're out in the open air, though.

The Bilt-Hamber bottle is also awkward to hold compared with the Reactor's pistol-grip bottle.

But Auto-wheel claws back the lead with unbeatable value. At £14.95, it is already cheaper, but you also get a wheel cleaning brush, worth at least £3 extra, thrown in.

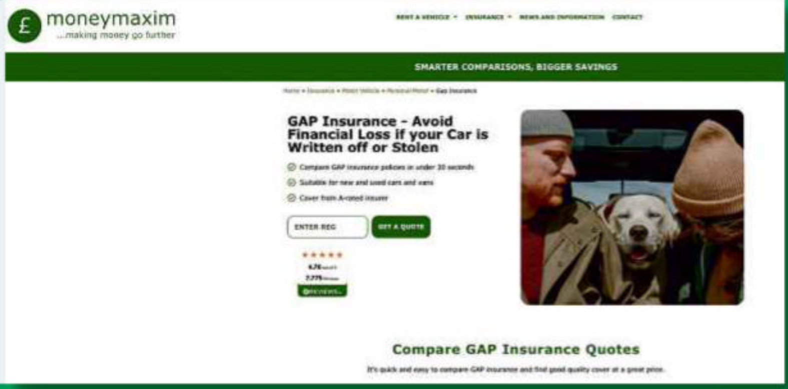
> **"IT DISSOLVED OUR DIRT WITH EASE AND LEFT LESS DUST BEHIND THAN ITS RIVAL, ALTHOUGH THE EGGY SMELL IS A DOWNSIDE"**

moneymaxim.co.uk

AUTO EXPRESS BEST BUY 2026

Premium: £107.35 **Excess cover:** £500 **Rating:** ★★★★★

WE were initially sceptical about this website, because the home page looks generic. But we persevered and were impressed when entering the registration of the car, which brought up a picture of 'our' actual Puma taken from the dealer's advert, plus its details. The quote was an unbeatable £107.35 and the excess cover pays up to £500. The only downside was no monthly payment option.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GET A QUOTE

GAP Insurance - Avoid Financial Loss if your Car is Written off or Stolen

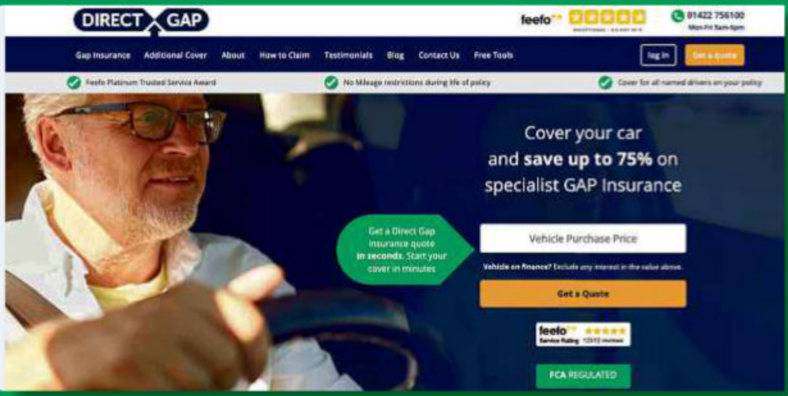
Compare GAP Insurance Quotes

directgap.co.uk

AUTO EXPRESS RECOMMENDED 2026

Premium: £119 **Excess cover:** £1,000 **Rating:** ★★★★½

IF the excess cover offered by our Best Buy isn't going to be enough, try Direct Gap – it has double the maximum. That's not the only benefit, because there are just four questions to answer to get a quote: the car's price, make, engine and term of the cover. We also liked the explanations of the different policies and what they covered. You can pay over 10 months, but it bumps the cost up to £144.53.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Cover for all named drivers on your policy

Cover your car and **save up to 75%** on specialist GAP Insurance

Get a Direct Gap insurance quote **in seconds.** Start your cover in minutes

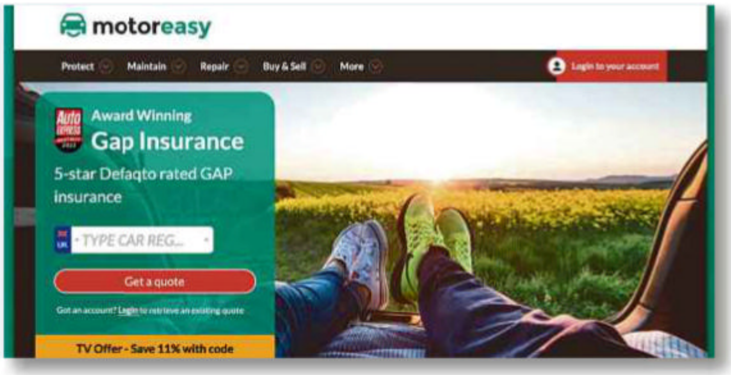
Vehicle on finance? Exclude any interest in the value above.

motoreasy.com

AUTO EXPRESS RECOMMENDED 2026

Premium: £137.12 **Excess cover:** £500 **Rating:** ★★★★☆

LAST year's winner loses out this time because the prices have gone up and the cover has gone down, with the excess maximum halving to £500 since our last test. Getting a quote takes some effort too, with lots of information required. However, if you want to pay in instalments, finance over 12 months costs just four pence more overall.


motoreasy
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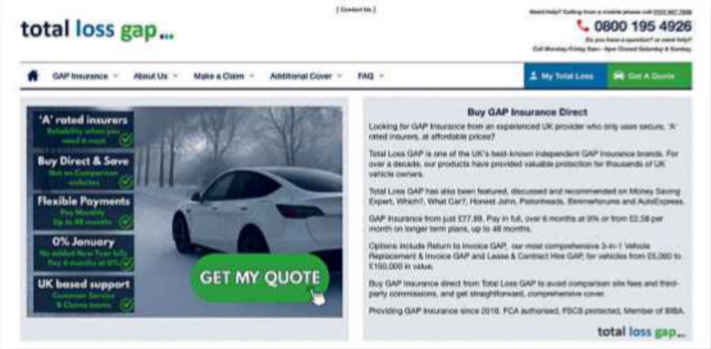
totallossgap.co.uk

Premium: £118.98 **Excess cover:** £250 **Rating:** ★★★★☆

WE got off to a bad start with Total Loss Gap, with the website crashing, but we tried again later and it was fine. Even when it's working, the site isn't the most user-friendly, with a dated look and scattered information, and you need to fill in 11 questions before reaching a price. The cost is competitive, but a stingy £250 excess and the scattergun site layout lost Total Loss Gap points.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Total Loss GAP is one of the UK's best-known independent GAP insurance brands. For over a decade, our products have provided valuable protection for thousands of UK vehicle owners.

Total Loss GAP has also been featured, discussed and recommended on Money Saving Expert, Which?, What Car?, Honest John, Pistonheads, Bimmerforums and AutoExpress.

GAP Insurance from just £77.89. Pay in full, over 6 months at 0% or from £2.38 per month on longer term plans, up to 48 months.

Options include Return to Invoice GAP, our most comprehensive 3-in-1 Vehicle Replacement & Invoice GAP and Lease & Contract Hire GAP, for vehicles from £5,000 to £150,000 in value.

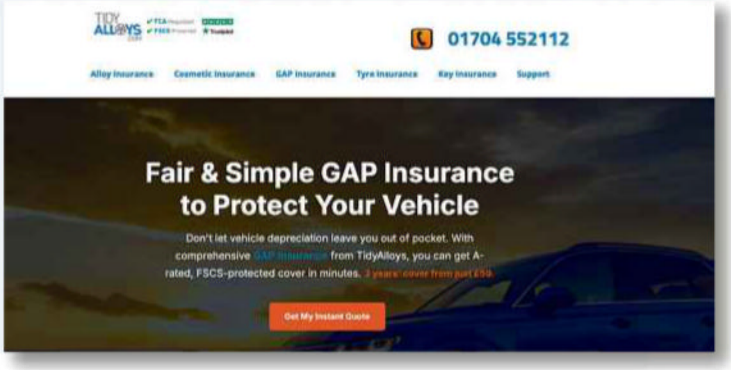
Buy GAP insurance direct from Total Loss GAP to avoid comparison site fees and third-party commissions, and get straightforward, comprehensive cover.

Providing GAP Insurance since 2010. FCA authorised, FSCS protected, Member of BIBA.

tidyalloys.com

Premium: £135 **Excess cover:** £350 **Rating:** ★★★½☆

THE unusual name of this site is because it provides insurance for alloy wheels, but there are other options including GAP cover. The 'instant quote' option requires just three items of information – the car's registration, the purchase price and the length of cover. But the quote was only average, especially because there's only £350 excess cover and no monthly payment option.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Don't let vehicle depreciation leave you out of pocket. With comprehensive GAP Insurance from TidyAlloys, you can get A-rated, FSCS-protected cover in minutes.

GAP INSURANCE

Which website offers the best user experience and cover?

BUY YOUR CAR KIT WITH CONFIDENCE
Every week, we extensively test all the latest car kit from tyres to trim cleaners. Scan the code to access our huge online test archive

Tom Barnard

WE'RE all used to dealers trying to 'upsell' us profitable add-ons when buying a car. The sales staff will try to sign up buyers to service plans, paint protection and a variety of insurance products to cover everything from a scraped bumper to a puncture.

One of the most genuinely useful products is called GAP insurance. The initials stand for Guaranteed Asset Protection but – fittingly – it is designed to cover the gap between the price you paid for a car and the lower payout amount from your insurer if the car is written off or stolen. There is no need for it legally, but it could cover any negative equity on your finance or simply give you the chance to have a brand-new car again after an accident or theft.

The way GAP is sold has changed since the Financial Conduct Authority (FCA) scrutinised the market in 2025, which means that some car dealers have stopped selling it altogether.

If you still want it, there are plenty of insurers who will be happy to provide cover. But which is the best?

How we tested

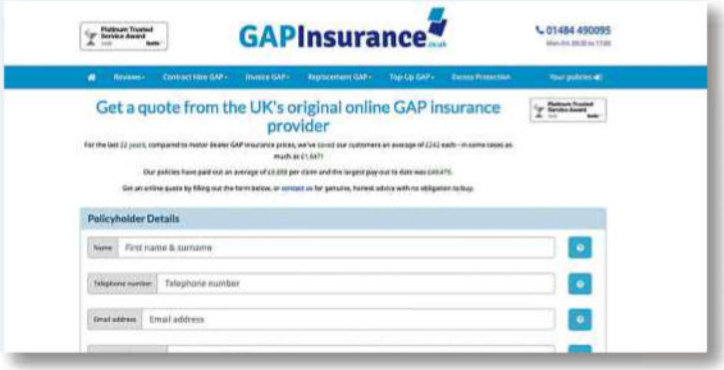
WE asked eight internet providers for prices on the same 'Return to Invoice' cover for a nearly new Ford Puma being bought on hire purchase. This would pay out the difference between the price you paid for the car and the settlement amount from the insurer. We set the maximum claim to £15,000 for three years of cover.

In addition to the price, we checked if the policy would also pay your motor insurance excess after a claim, the user-friendliness of the site, clarity of information and other extras we were offered.

gapinsurance.co.uk

Premium: £161.40 **Excess cover:** £750 **Rating:** ★★⯪☆☆

THIS site claims to be the UK's original online GAP insurance provider, and it looks as though the website hasn't been updated since, with a dated design and user interface. Getting a quote requires 14 inputs too, including the price you pay for motor insurance. The resulting quote was unimpressive, but on the plus side, the £750 excess cover is more generous than some.



Get a quote from the UK's original online GAP insurance provider

Policyholder Details

Name: First name & surname

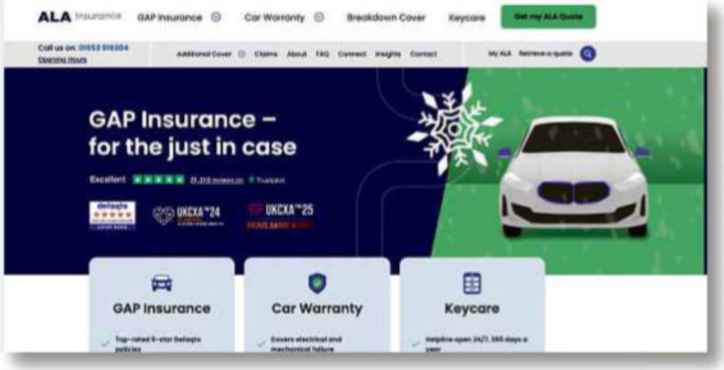
Telephone number: Telephone number

Email address: Email address

ala.co.uk

Premium: £193.11 **Excess cover:** £250 **Rating:** ★★☆☆☆

WE really liked the simplicity of the ALA site. Although it requires several inputs, the design means they are clicks rather than typing and it doesn't demand personal information at this stage. You are then offered two different types of cover with a clear explanation. But the price is too high to be competitive and rises to £218.10 over 10 months. There's only £250 excess cover, too.



GAP Insurance – for the just in case

GAP Insurance

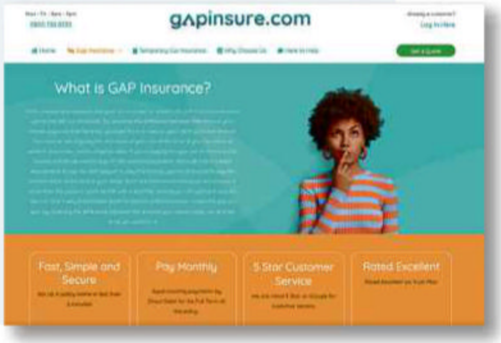
Car Warranty

Keycare

gapinsure.com

Premium: £205.44 **Excess cover:** £500 **Rating:** ★★☆☆☆

LOAD Gapinsure from a search engine and the page makes you wait for a call or email to get a price. The home page allows a faster quote, but it's not obvious. This quoted us £256.80. The e-mailed price gave 20 per cent off, at £205.44 – but that's still the priciest here.



What is GAP Insurance?

Fast, Simple and Secure

Pay Monthly

5 Star Customer Service

Rated Excellent

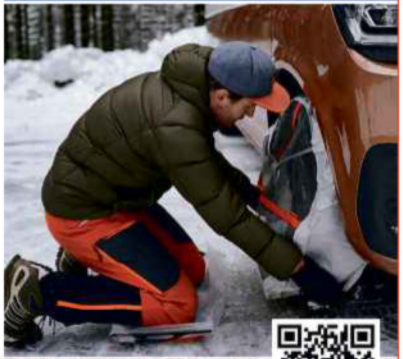
Verdict

NEWCOMER Moneymaxim takes the Best Buy, with the lowest quote and a simple-to-use site. If you need a higher excess cover, then we would suggest directgap.co.uk. For drivers wanting to pay monthly or bundle GAP with other insurance products, Motoreasy makes the most sense.

MARKETPLACE

AutoSock
KEEPS YOU MOVING!

Keep moving safely on snow



Winter driving - Be prepared!

AutoSock are reusable textile socks, sold in pairs, that are easily pulled over the driving wheels when **extra grip** is needed on **snow and ice.**

"AutoSock give outstanding grip when you need it most..."

Sizes available for most vehicles including EV's with limited clearance

autosockdirect.co.uk

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L50 ACL	£190
M66 ACO	£490
P900 ADB	£190
L1 ADD	£2500
G8 ADM	£1900
R50 ADM	£890
L300 ADR	£390
T700 AEH	£199
H16 AEK	£199
P33 AEP	£390
P55 AEP	£390
Y25 AGH	£290
J60 AGL	£199
J70 AGL	£199
J80 AGL	£199
J90 AGL	£199
T24 AGM	£390
R1 AHE	£590
V1 AHH	£590
XX22 AJB	£290
SC03 AJC	£390
RF19 AJF	£199
AL63 AJH	£190
J1 AJO	£990
JU57 AJW	£490
AJZ 7001	£290
N7 AKE	£590
H16 AKH	£190
P13 AKR	£690
DA51 ALF	£190
GJ07 ALL	£390
ST55 ALS	£490
H19 ALX	£690
ALZ 3589	£190
ALZ 8243	£390
AM22 AMF	£190
P400 AMK	£290
X123 AMM	£390
X777 AMV	£190
AT13 AMY	£590
LE51 AMY	£590
RL02 ANE	£190
L111 ANF	£390
AO53 ANG	£590
SX62 ANG	£590
A14 ANL	£190
OO11 ANN	£990
RN13 ANN	£590
DL14 ANN	£590
KD22 ANN	£490
AT53 ANN	£990
HJ55 ANN	£490
XX61 ANN	£590
ER51 ANT	£290
P5 AOF	£199
C17 AOO	£190
P1 AOS	£890
P500 APB	£390
JB02 APR	£199
B1 APV	£790
LO15 ARA	£390
TT20 ARA	£590
L400 ARF	£190
V90 ARL	£290
AT15 ART	£490
LH55 ART	£590
YE55 ART	£199
SB13 ARU	£390
D18 ARY	£490
L555 ASE	£290
K7 ASF	£290
PE55 ASH	£790
KA68 ASH	£490
K121 ASM	£290
R333 ASP	£190
TE55 ATB	£790
V8 ATG	£790
PA55 ATL	£590
P77 ATM	£190
GW11 AUD	£199
L999 AUD	£190
S1 AUR	£1500
F4 AVS	£890
2440 AW	£3000
6445 AW	£2800
D3 AWR	£590
J2 AYH	£390
LM09 AYR	£199
M444 AYR	£190
T99 BAA	£190
AS03 BAD	£199
T1 BAF	£590
JO54 BAL	£390
JY21 BAR	£290
J200 BAT	£390
W90 BAW	£199
94 BAY	£5300
BAZ 6811	£790
B1 BBE	£1400
K50 BBO	£199
G1 BBW	£2400
G11 BBW	£190
SN04 BBY	£190
197 BCA	£940
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T23 BCW	£190
M400 BDC	£290
E2 BEB	£190
R555 BED	£390
TW05 BEL	£290
AM16 BEL	£190
LC66 BEL	£199
AU05 BEV	£590
AL16 BEV	£690
JA14 BEX	£590
BL18 BEX	£290
TR18 BEX	£390
CL55 BEX	£390
E1 BFD	£1100
H6 BFR	£290
H5 BGB	£190
N4 BGC	£190
B9 BGC	£190
H3 BGD	£390
C8 BGG	£190
G4 BGM	£490
N7 BGM	£390
9 BGW	£5800
T9 BHH	£290
M12 BHP	£290
BIG 8812	£390
BJI 7780	£490
E9 BJJ	£590
R24 BJR	£199
N500 BJW	£390
L777 BJW	£190
H3 BKT	£290
C7 BLC	£390
D4 BLD	£490
NO14 BLD	£199
BL11 BLL	£199
S14 BLO	£199
P19 BLS	£290
K999 BLT	£199
L28 BML	£199
H15 BMT	£190
SR02 BMW	£490
SB06 BMW	£690
DD59 BMW	£390
MF61 BMW	£190
DM63 BMW	£390
JJ66 BMW	£590
824 BMW	£3900
PL08 BOB	£290
UW10 BOB	£390
R26 BOB	£1300
166 BOB	£3600
K70 BOD	£390
BOI 7156	£1200
CE03 BOW	£199
TT02 BOX	£490
TT03 BOX	£190
T44 BOX	£690
1104 BP	£2700
M5 BRL	£490
ST22 BRO	£390
A11 BRU	£1100
F16 BRU	£390
BS 7040	£2200
BS 7229	£2200
J4 BSJ	£390
W9 BSL	£300
4438 BT	£2300
BT 8473	£4200
A1 BTT	£990
K7 BWR	£390
M27 BWT	£199
S11 BWW	£390
AA06 BYE	£199
A1 BYG	£990
RO51 CAB	£190
A243 CAB	£490
DX55 CAF	£199
HU15 CAN	£199
HU18 CAN	£199
S26 CAO	£199
BL11 CAP	£190
MJ02 CAR	£390
OX06 CAT	£190
F681 CAT	£690
OO10 CAY	£190
M21 CBE	£190
R200 CBL	£199
Y60 CBP	£190
V600 CBR	£490
CBZ 818	£1400
K5 CCW	£590
W11 CCW	£290
CB58 CDB	£190
E10 CEB	£390
T666 CEE	£199
L30 CEJ	£199
7 CEL	£5900
L70 CEL	£290
H24 CES	£390
P26 CES	£190
H8 CET	£490
M50 CFB	£199
CFP 848	£790
P111 CGB	£199
M28 CHA	£500
S1 CHD	£1580
K5 CHD	£490
S400 CHL	£190
S600 CHL	£190
DU66 CHR	£190
P100 CHR	£390
T100 CHR	£490
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CIL 9598	£590
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AB15 CLB	£390
L123 CLC	£290
N29 CLF	£190
K80 CLK	£790
SU13 CLO	£290
SU70 CLO	£290
S90 CLP	£290
X50 CMA	£190
X800 CMC	£490
P88 CMT	£290
LT10 COB	£190
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L400 DCW	£199
Y1 DDF	£590
MU17 DDY	£630
MY04 DEB	£990
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UP55 DEB	£690
ML10 DEC	£199
SE51 DEE	£390
A17 DEH	£290
KA51 DEK	£390
AX02 DEL	£199
K321 DEL	£590
DS51 DES	£390
J23 DEY	£390
R18 DFH	£199
DFK 611	£1200
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313 DG	£8522
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C1 DGE	£1480
A13 DGG	£290
M55 DGH	£190
V12 DGJ	£199
B2 DGT	£490
Y4 DHG	£190
C1 DHL	£890
DIW 9151	£590
T40 DJB	£990
XX71 DJC	£190
N66 DJD	£590
P33 DJE	£190
D11 DJF	£390
M700 DJF	£190
XX54 DJJ	£190
X30 DJN	£390
DJZ 6589	£199
D6 DLA	£590
N15 DLE	£190
B7 DLF	£390
P999 DLH	£199
555 DM	£12000
V4 DNC	£390
MJ68 DOG	£390
W81 DON	£590
EM11 DOR	£590
NH62 DOR	£199
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X30 DOT	£590
N14 DOW	£190
R111 DPH	£190
T300 DRB	£390
Y123 DRC	£290
V6 DRF	£190
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E3 DSF	£290
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998 DTA	£1100
L123 DTR	£199
DTS 618	£1600
DR10 DUG	£490
CH51 DUG	£290
S222 DVE	£199
S3 DVU	£199
X1 DVW	£490
D10 DWG	£190
S77 DWH	£199
F7 DWL	£490
AM06 DWM	£199
P1 DWP	£1200
L5 DYW	£190
K11 DYX	£199
T44 EAB	£290
K88 EAH	£155
Y600 EAN	£790
L9 EAP	£390
A15 EAP	£390
L7 EAS	£890
J500 EBE	£199
K155 ECO	£490
T888 ECO	£390
T800 EDD	£590
R60 EEB	£190
JU02 EEE	£190
SN70 EEE	£190
X1 EFF	£1100
B8 EFO	£190
A4 EGD	£190
N6 EGH	£290
P12 EGH	£199
A1 EHL	£1100
L12 EHL	£199
M13 EHN	£199
EIB 69	£1900
G1 EJB	£1400
V3 EJG	£590
V800 EJS	£290
D3 EJT	£490
ELZ 3950	£390
ELZ 7608	£390
ELZ 7647	£390
EM 7497	£2400
AG13 EMA	£590
R23 EMM	£990
P6 EMR	£890
DP51 EMS	£199
EM64 EMS	£390
R1 ENB	£790
P13 ENG	£590
LR68 ENS	£199
L1 EOC	£690
E5 EOS	£490
73 EPB	£2700
GB57 EPH	£1480
N2 EPL	£290
K2 EPS	£290
W2 EPS	£290
T8 EPS	£290
K22 EPS	£199
EP57 EPS	£190
N11 ERH	£490
R24 ERN	£590
Y60 ERN	£490
J88 ERN	£590
MM05 ERS	£190
C2 ERT	£590
L7 ERT	£490
R16 ERT	£1200
H7 ESL	£590
BA63 ESY	£150
ESZ 3325	£199
S700 EVA	£490
300 EVE	£4800
P220 EVO	£590
R1 EVR	£690
W3 EVS	£790
TR17 EVS	£490
T26 EWT	£199
F1 EXG	£490
A20 EXU	£150
L111 EYR	£290
JU11 EYU	£790
N18 FAA	£199
DB56 FAB	£390
J8 FAL	£590
DJ55 FAV	£199
AB08 FAY	£290
P4 FBR	£315
S7 FCM	£390
R1 FCR	£790
K8 FCR	£290
T8 FDC	£290
A5 FEN	£1480
200 FER	£4705
CH07 FEZ	£290
W3 FFA	£390
L18 FFC	£390
S5 FGB	£290
K1 FGN	£690
H10 FGR	£199
FIL 6882	£590
920 FJB	£2370
C20 FJS	£190
G8 FLE	£490
M2 FMA	£190
M18 FME	£199
A8 FMH	£390
X29 FMW	£190
CS02 FOG	£150
AL51 FOW	£190
DF03 FOX	£390
SO04 FOX	£290
GH15 FOX	£290
S30 FOY	£190
K90 FPG	£199
N1 FPH	£390
T22 FRA	£190
L22 FRL	£140
R19 FRW	£290
P101 FRY	£390
M4 FUP	£290
28 FW	£12499
T500 FWD	£199
S15 FYF	£199
J17 FYW	£149
P26 GAC	£190
N5 GAE	£290
M600 GAH	£190
A2 GAO	£390
KC53 GAR	£290
P238 GAV	£490
K1 GAY	£890
PT02 GAZ	£290
GB06 GAZ	£590
B9 GBF	£290
M5 GBP	£490
A16 GCF	£199
GCM 722	£900
S90 GDS	£190
GE 2626	£3100
MC04 GEC	£199
TT63 GED	£490
V16 GEF	£190
XX04 GEM	£730
AR51 GEM	£290
X1 GEP	£1200
P7 GGC	£390
D2 GGR	£690
LE61 GGY	£390
K7 GHR	£590
A9 GJO	£190
X400 GLE	£390
B10 GLF	£199
CO51 GMA	£290
H7 GNL	£190
R13 GPH	£199
B1 GPK	£690
V60 GPM	£190
S9 GRJ	£390
N3 GRR	£490
PS07 GRS	£199
N3 GSS	£590
VW66 GTE	£290
EV06 GTV	£199
GUI 9900	£590
T1 GVG	£590
K3 GVP	£199
R10 GVS	£199
A1 GVU	£390
P1 GWC	£1100
A7 GWN	£190
H3 GWW	£290
X17 HAB	£390
RD05 HAL	£199
JF08 HAN	£490
L900 HAR	£590
HG59 HAZ	£290
HB 5112	£2600
L1 HCC	£490
A10 HCF	£199
35 HD	£13274
AA16 HEA	£790
J1 HFB	£790
J11 HFB	£199
A7 HGA	£190
M55 HGG	£190
HH 7201	£2600
HJI 881	£1500
38 HLW	£3300
487 HTA	£790
88 HUC	£2520
HUI 557	£390
2369 IL	£1880
IL 5947	£1400
JA 282	£7400
JB 5127	£4590
107 JBB	£1400
54 JBP	£3200
JFN 790	£1800
JIA 9414	£990
JIG 1244	£290
63 JK	£27654
3006 JN	£1900
JOI 3295	£890
456 JR	£17200
JRZ 2332	£199
JUI 1412	£1100
JUI 4421	£195
JUR 1	£20700
745 K	£27654
KIB 3223	£790
47 LG	£23800
LIW 7421	£290
80 LXO	£1900
MHR 716	£1380
MIB 5067	£590
MJI 9473	£590
MJZ 3335	£190
MOI 9975	£590
MRY 145	£1300
73 MW	£19911
43 NOD	£2700
NSB 382	£2420
OE 123	£5880
ORY 524	£1580
999 OUX	£1380
OXZ 1067	£190
OXZ 2828	£199
PAW 635	£4600
PAZ 7428	£190
2880 PE	£2200
PIB 4455	£190
PJZ 4255	£199
6457 PO	£1400
PR 6092	£3900
PVS 227	£1600
RAY 900	£4800
RB 1150	£4705
RDC 223	£2200
RDF 586	£1300
574 RHY	£1300
RJI 3034	£290
RJI 5751	£390
1166 RO	£1580
RRN 712	£1200
SLJ 302	£1400
SOI 144	£1400
SRZ 3056	£199
SUE 521	£5800
SUI 2867	£190
SUI 7258	£290
TAB 407	£2420
TEZ 5172	£190
6165 TF	£890
TIG 8051	£290
TIJ 6382	£590
TIL 7737	£390
UVT 911	£2420
VED 30	£3530
WAL 677	£1800
WAR 144	£1500
87 WBJ	£1700
WBJ 303	£890
WDZ 440	£290
WDZ 880	£290
WLA 965	£1750
WSL 678	£1200
4956 XJ	£1450
XOI 765	£710
1 YAC	£14800
YAS 339	£2100
YDA 83	£1700
YEZ 5542	£199
YJZ 8824	£199
YWF 523	£790

98 **DRIVER POWER PEUGEOT 3008**
Mk2's good and bad points

100 **BUYER'S GUIDE HONDA CIVIC**
All the info before you buy

104 **3-CAR GARAGE HYBRID HEROES**
Electrified all-rounders

BUYING CARS

TEST DRIVE YOUR TOUCHSCREEN

ALASTAIR CROOKS

Auto Express' senior news reporter explains why you shouldn't ignore trying out the infotainment screen when you're evaluating a used car

IT'LL come as no surprise that the things car buyers need to consider have changed considerably over the years. In the fifties, they came across cruise control for the first time, likewise three-point seatbelts in the sixties and cassette-tape stereos in the seventies.

Since the turn of the millennium, touchscreens have become increasingly popular, and they're now embedded in the dashboards of almost every new car on sale. They're also something that it's crucial to test properly before any purchase.

Most of us will have plenty of experience of using a touchscreen thanks to our phones and/or tablets, but operating a touchscreen in a car – and especially while driving – is far more difficult than with your other devices. In some cases it can be no more than mildly frustrating using the car's display, but in others it can potentially put you and other road users at risk.

> **"TOUCHSCREENS ARE NOW EMBEDDED IN THE DASHES OF ALMOST EVERY NEW CAR. THEY'RE ALSO SOMETHING THAT IT'S CRUCIAL TO TEST"**

Last year we ran an exclusive test of 10 touchscreens. The assessments included a series of regular operations such as turning off the lane-keep assist system, setting a destination in the sat-nav and changing the temperature on the climate control, all while driving around a test course to see how distracting each set-up was to operate. Skoda's system ranked the best, while in last place was Genesis, and you can find the full results on our website. But it's worth remembering that fresh touchscreen systems arrive almost every week, either on new cars or via updates to existing ones.

What's the advice if you're buying a car, then? Well, we think you should set aside time to understand the layout of the menus and any physical shortcut buttons that might help. Try operations you perform frequently – and not just while the car is stationary. If you're new to a particular infotainment system, we suggest getting acclimatised to it before setting off.

It's also worth remembering that while a new car's touchscreen can be daunting or distracting to begin with, you'll most likely become more adept at using it on the move with practice. However, in our experience a physical control will almost always be quicker and easier to operate.

As well as using the touchscreen itself, don't forget to try out the infotainment system's connectivity. Don't assume every car has Apple CarPlay and Android Auto, but if you use either system, then take time on your test drive to make sure there's no issue pairing your phone with the car.

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST C

THE DRIVING EXPERIENCE

YOU SAID "The 1.2-litre engine is lively and great for motorway driving, but get in the wrong gear and the lack of power due to turbo lag is frightening."

MPG AND RUNNING COSTS

YOU SAID "I'm very disappointed with the fuel consumption, especially on a motorway. It's averaging around 36mpg, but should be more."

> **"You can see where corners have been cut to save costs. It doesn't feel like a quality product, and mine hasn't been very reliable."**

INFOTAINMENT AND ELECTRICS

YOU SAID "The screen takes a little long to respond, but it gets better the longer it's on. More of a problem are things like the electric windows and central locking, which can be very erratic, and my dealer doesn't seem to be able to do anything about it."

PRACTICALITY AND SPACE

YOU SAID "The rear window restricts visibility a bit, but other than that, the all-round visibility is very good. There's enough boot space for three fairly large suitcases, and rear-seat legroom is fine."

> “The quality is far better than that of older Peugeots. The firm has really pulled its finger out, with a new level of quality that’s long overdue.”

POSITION 16th

Peugeot 3008 Mk2

Richard Dredge

THE Mk3 Peugeot 3008 was unveiled in autumn 2023, so this Mk2 model seems positively ancient now, having been launched in 2017. But the 3008 Mk2 got off to a great start in Driver Power by scooping first place out of 75 entries in the 2018 owner satisfaction survey, before dropping to seventh spot in 2019, then climbing back up to second in 2020. Since then its fortunes have been more mixed (the low point was 50th in 2021), but the fact that it’s in the top third of the 2025 poll nearly two years after it was superseded is impressive.

On sale from April 2017, the 3008 Mk2 came with an array of petrol and diesel engines, all with front-wheel drive, before the four-wheel-drive Hybrid4 joined the range in January 2020. A hefty facelift in January 2021 kept the 3008 looking fresh, and going by our Driver Power surveys, owners reckon Peugeot has done a great job with the 3008 overall.

It notched up an impressive number of top-10 places in the latest survey, the best being second for the interior design, while the quality of the exterior finish came third. The availability of cubbyholes ranked fifth, exterior design sixth and steering response seventh. How easy it is to deactivate key safety features came eighth, while interior quality and the number of child-friendly features were 10th.

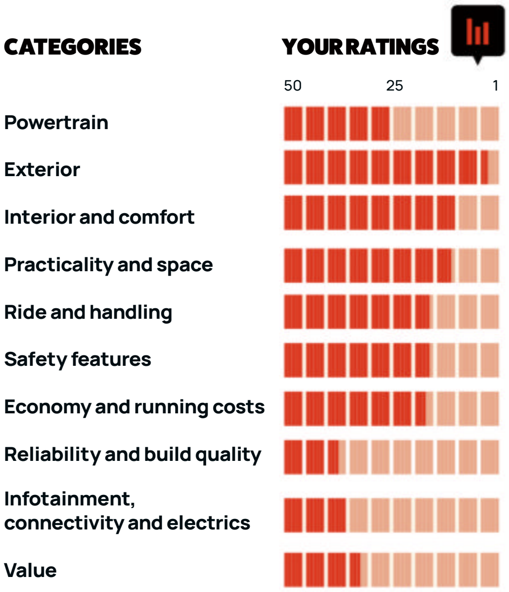
However, owners are much less keen on the Peugeot’s heating and ventilation (40th), built-in sat-nav (41st) and touchscreen sensitivity (42nd), while reliability came a disappointing 39th.

INTERIOR AND COMFORT

YOU SAID “The i-Cockpit is great. Everything falls to hand, there’s a big clear touchscreen, and controls on the steering wheel. Once you get used to the operation of the dashboard, it’s amazing. The interior is so comfortable that even the longest trips are no problem.”

OVERALL SCORE **86.52%**

USED PRICES FROM: £7,000 **YEARS:** 2017 to 2023
CO2: 103-114g/km **FUEL ECONOMY:** 64-70mpg (1.6 HDI)
BEST OPTIONS: FOCAL hi-fi, full-size spare wheel, opening glass roof, adaptive cruise control



DATA BY CATEGORY
Bars illustrate 50-1 rankings per category. The longer the bar the better the car’s ranking

YOUR VIEW

Reader comments reflecting how they feel about their car

> “I love the eye-catching exterior design and the large touchscreen makes it look modern. It’s also terrific value for money.”

> “If you want something that balances value with looks, knowing you won’t get the quality of a BMW or Merc, then I’d go for the 3008.”

> “The automatic gear selector is counter-intuitive: you need to push it forward to reverse and pull it back to go forwards.”

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars. Make sure your voice is heard.

SCAN THE CODE TO TAKE THE SURVEY
Tell us about your car and you could be in with a chance of winning a £1,000 John Lewis voucher

WANT ONE?

IF you’re in the market for a Peugeot 3008, check out our marketplace to see used models on sale right now

USED BUYER'S GUI

FROM £18,000 With multiple awards under its belt, the current hybrid or ho

Richard Dredge

WITHIN a month of the 11th-generation Civic arriving, this longest-standing model in Honda's range celebrated its 50th birthday. By this point Honda had sold more than 27 million Civics around the world, and as you'd expect, it's a car that has come a long way over the past half a century.

While the original Civic came with an 1,169cc engine and produced around 50bhp, the latest iteration in Type R form packs more than 300bhp and is one of the most exciting cars in its class on the road. But most 11th-generation Civics are much more mundane to drive, so does that mean this is a family car that isn't worthy of your consideration? Far from it.

HISTORY

THE Civic Mk11 went on sale in June 2022, in e:HEV five-door hatchback form, priced from £25,595. A 2.0-litre petrol engine with full hybrid tech was the only powertrain, giving 181bhp and a claimed fuel economy of around 65mpg. Only a CVT automatic transmission was available, and all cars were front-wheel drive.

For those wanting something a bit more exciting, the Civic Type R arrived in November 2022, some 25 years after the original Civic Type R had gone on sale in Japan.

The first Type Rs were delivered to buyers in January 2023, each with a 324bhp turbocharged 2.0-litre engine, a six-speed manual gearbox and front-wheel drive. A minor facelift for the Civic e:HEV in August 2025 brought some interior and exterior design updates, but no mechanical changes.

WHICH SHOULD I BUY?

ALL Civic Mk11s were five-door hatchbacks, so it's just a question of choosing between hybrid or Type R editions, which should be pretty easy, because they're at opposite ends of the spectrum.

Equipment levels are generous, with even the entry-level Civic Sport having front and rear parking sensors, a rear camera, Apple CarPlay and Android Auto, heated front seats, LED headlights, four driving modes, half-leather seats, wireless phone charging and 18-inch alloy wheels. Advance trim adds an opening panoramic glass roof, full-leather trim, a 12-speaker Bose hi-fi, adaptive headlights, electric front-seat adjustment and a heated steering wheel.

Later, the Elegance kicked off the range and featured most of the Sport's equipment, but with cloth seats and 17-inch wheels. The Sport sat above this and the Advance continued as before.

The Type R came in one spec only, with an optional Carbon Pack (rear spoiler, carbon sill trim and console panel); the Illumination Pack added ambient lighting.

✓CHECKLIST

COMMON PROBLEMS

Hondas are renowned for their reliability, and it's no different here. Some owners have found that the paint chips a bit too readily, and the infotainment software needs to be kept up to date. But that's about it.

TYPE R ISSUES

You could be forgiven for thinking that the Type R might be less reliable, with its highly strung turbocharged engine, but this halo model is just as durable as the hybrid. Just check for signs of abuse.

PEACE OF MIND

The Civic comes with a warranty that lasts for three years or 90,000 miles, but this can be extended at extra cost up to the 11-year mark. The Civic's hybrid system has a five-year/90,000-mile guarantee.

THE ULTIMATE

The Type R Ultimate Edition went on sale in June 2025 to mark the end of the Type R. Just 40 were available globally, with 10 for the UK. The changes over the standard car were cosmetic only.

> **"Within a month of the 11th-generation Civic arriving, this longest-standing model in Honda's range celebrated its 50th birthday"**

BUY THROUGH AUTO EXPRESS!
Scan the code to view used Honda Civics for sale now

DE Honda Civic Mk11

t Type R versions of this long-running nameplate should definitely be on your used-car shortlist

ON THE ROAD
The hybrid Civic is not dynamically exciting, but is refined. The racy Type R is an entirely different kettle of fish, and is one of the best hot hatches around

PRICES

THERE aren't many of these cars about on a 22-plate; most early Civics are on a 72-plate, and if you find a 60,000-mile Elegance, you could pay as little as £18,000 for it. But most of these cars cost at least £22,000, which bags a 25,000-mile Civic Sport on a 72-plate. You'll need to spend at least £23,000 for a range-topping Civic Advance, which secures a 25,000-mile example, also on a 72-plate.

There aren't many Civic Type Rs on the market and most have seen very little use; it's not hard to find a delivery-mileage example, for which you'll pay around £50,000. We also found an Ultimate edition advertised for £65,000.

Buy a Civic Type R with 15,000 miles clocked up and you'll pay closer to £40,000, which is as low as prices currently go – and they're unlikely to drop, with no replacement model on the way.

ONLINE VALUATION TOOL
Head over to our valuation tool to check prices on a specific model.

INTERIOR
Honda avoided a funky design for the Civic's cabin, which is well built and has a dashboard that features lots of physical controls

RUNNING COSTS

THERE'S a big gulf between e:HEV and Type R running costs. Although the former sits in insurance groups 26-28, the latter is in group 43. Also, while the hybrids aren't generally liable for the expensive-car VED supplement, the Type R is. That means £620 annually until the car's sixth birthday, compared with just £195 for the hybrid. The Type R is also pegged at 34mpg; you'll see closer to 60mpg in the hybrid.

All Hondas have a service interval of 12 months or 12,500 miles. The first three hybrid services cost £285, £355 and £335; those for the Type R cost £300, £370 and £350. After that, maintenance alternates between Minor and Major, at £240 and £350 (e:HEV) and £255/£365 (Type R). There are no cambelts to replace, but fresh brake fluid is needed every two years, at a cost of £85.

RECALLS

HONDA has recalled the Civic four times so far. The first came in November 2024, because some Civics made in October 2023 had faulty software for the adaptive cruise control and intelligent speed assistance. The second came a month later, because of electrolyte leaks on hybrid batteries. Cars made up to January 2023 were affected; the fix was to replace the batteries for a redesigned unit.

Recall three came in December 2024, because some Civic hybrids made up to August that year had faulty fuel pumps that could leak, so the pumps were replaced. The most recent campaign affected some hybrids and Type Rs built up to August 2024. These were recalled in March 2025, because of problems with the electric power steering.

ON THE ROAD

THE driving experience was the low point for the Civic in our 2025 Driver Power owner satisfaction survey, but we reckon the Civic is actually pretty good, even if it's ultimately a bit bland dynamically. In the e:HEV the engine generally acts as a generator to power the front wheels, and only drives them directly at motorway speeds. The result is great throttle response, with sharp steering, absorbent suspension and impressive refinement.

The Type R is very different dynamically because it's fast and exciting, although it's quite busy (and thirsty) on a motorway, because of its short gearing. But on B-roads there are few cars that are more thrilling to drive.

CIVIC
RF22 NFO

12:31
No Title
Audio Source
HOME
BACK
VOL AUDIO
NOT ON A DIGITISED ROAD
Display Mode
DAB
Bluetooth Audio
FM
Phone
Navigation

SYNC
A/C
ON OFF
AUTO

INTERIOR

THERE'S no avant-garde design in here, but that's a good thing, because by Honda playing it safe, the dash and infotainment are user-friendly, and the materials excellent; even the harder plastics don't look cheap. Rear legroom is superb, but headroom is a little tight, while boot space is an impressive 415 litres, or 1,220 litres with the back seats folded down.

ALTERNATIVES

THE mid-sized family segment is quite diverse, so it encompasses cars such as the Volkswagen Golf, Ford Focus and Toyota Corolla, plus the Skoda Octavia, which is even more roomy than the Civic.

Other rivals to the Civic e:HEV include the Vauxhall Astra, along with its cousins, the Peugeot 308 and Citroen C4, while you should also consider the SEAT Leon. The Mazda 3 is an often overlooked option, while the Kia Ceed and Hyundai i30 aren't short of talent.

If you want something more premium, check the Audi A3, BMW 1 Series and Mercedes A-Class. If you're considering a Civic Type R, the VW Golf R, Audi RS 3 and Mercedes-AMG A 45 should all be in your sights as well.

DETAILS
Infotainment features sat-nav, plus Apple CarPlay and Android Auto; alloy wheel sizes are 17 or 18 inches, depending on trim level

DRIVER POWER

THE Civic Mk11 made its Driver Power debut in our 2025 survey, in which it came 19th out of 50 entries. That put it ahead of the BMW 5 Series (26th), Kia Sportage (45th) and VW Golf (49th), with owners especially liking the low running costs, boot space, quality and reliability, all of which ranked in the top 10.

However, most aspects of the driving experience scored very poorly, as did the exterior design, front-seat comfort and the usability of the touchscreen.

VERDICT ★★★★☆

THE Civic e:HEV and Type R are very different beasts, but they share the same usability and reliability, even if the driving experiences are so unalike. The Civic is one of the biggest cars in its class, and that helped us to fall in love with both long-termers that we ran: an e:HEV and a Type R, both of which were superb.

In fact, we were so impressed by the Civic that the Type R won Best Hot Hatch three years in a row (2023-2025) in our New Car Awards, while the regular hybrid edition scooped Best Hybrid in our 2023 awards as well as our sister title Carbuyer's 2024 rundown. With so much silverware from elsewhere also under its belt, that tells you all you need to know.

TOYOTA COROLLA TS £16,750

1

FAVOURED by minicabbers from Canterbury to Carlisle, the Toyota Corolla Touring Sports is a shrewd investment, thanks to its fuel-sipping self-charging hybrid engine, plus the brand's reputation for reliability.

Something also often showcased by taxi drivers at 3am is the Corolla's agile handling; the Toyota's CVT gearbox can be sluggish, but precise steering and a balanced chassis make the hybrid wagon a peach to drive. We found plenty of examples for sale online, including a 2020 Design example with heated seats and a reversing camera, plus just under 35,000 miles on the odometer, all for less than £17,000.

Considering a Toyota Corolla Touring Sports as your next daily driver? Here are the latest used deals on Auto Express Marketplace

"This is a shrewd investment, thanks to its fuel-sipping engine and the brand's reputation for reliability"

3 CAR GARAGE

Hybrid heroes offer fun and efficiency in equal measure

By Tom Jervis

THE Toyota Prius was a trailblazer that popularised hybrid tech, but the model arguably had a hand in forging the unfair stereotype that hybrids are boring. With that in mind, we've found three sweet-handling used hybrids that prove an exciting drive doesn't have to come at the expense of fuel economy.

We pick a trio of mild, full and plug-in hybrid options that could be the frugal enthusiast's ultimate three-car garage for less than £65,000

BMW i8 £34,999

2

WITH butterfly doors and styling that could have come straight out of the 23rd century, the BMW i8 may look like a supercar, but its surprisingly frugal plug-in hybrid powertrain means it won't cost anywhere near as much to run day-to-day.

Don't be fooled by the 1.5-litre engine; the BMW hybrid halo car produces 358bhp and completes the 0-62mph sprint in just 4.4 seconds. Now available on Auto Express Marketplace with around 35,000 miles on the clock for similar money to a base-spec BMW 2 Series, few things can quite provide the same excitement as the i8 at this price point.

TEMPTED by the BMW i8? There are several to choose from at great prices on Auto Express Marketplace. Scan the QR code to find out more

"The BMW i8 may look like a supercar, but its frugal PHEV powertrain means it won't cost as much to run"

SUZUKI SWIFT £9,900

3

THOSE wanting fun may discount the Suzuki Swift because of its 83bhp 1.2-litre mild-hybrid engine. But don't let that deter you, because while its acceleration certainly isn't swift, its lightweight construction and small size make it incredibly nimble on a country road.

The five-speed gearbox is pleasant to use and when you're not rowing through the ratios to keep up with traffic, the Swift is capable of up to 59.7mpg on a relaxed cruise. We found a 45,000-mile 2023 previous-generation model for just under £10k on the Auto Express Marketplace.

THIS deal got away? Check out the latest used Suzuki Swift deals on Auto Express Marketplace

"While acceleration certainly isn't swift, the lightweight construction and small size make it incredibly nimble"

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanical parts. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, with cars falling into one of 13 bands as follows:

0g/km: £10 **1-50g/km:** £110 **51-75g/km:** £130 **76-90g/km:** £270 **91-100g/km:** £350 **101-110g/km:** £390 **111-130g/km:** £440 **131-150g/km:** £540 **151-170g/km:** £1,360 **171-190g/km:** £2,190 **191-225g/km:** £3,300 **226-255g/km:** £4,680 **255g/km and above:** £5,490

After 12 months, it's the owner's responsibility to tax their vehicle. All cars are now levied at the same rate whether they're electric, hybrid, petrol or diesel. The standard rate is £195, while cars costing more than £40,000 face an additional charge that increases the annual rate to £620. After five years, these models revert to the lower rates.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles and expire after six years.

PICK-UP TRUCKS: The models listed here pay a flat rate of road tax, at £355 per year.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£29985
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33985

500C: add £3000

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36985
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39885

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£43750
2.0T (280) auto Veloce	38.2	5.7	167	34	£48750
2.0T (280) auto Intensa	38.7	5.7	166	34	£53150
2.9 V6TT (520) auto Quadrifoglio	27.7	3.9	231	46	£86885

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Ibrida	58.9	8.9	109	26	£28400
1.2 Hybrid (136) auto Intensa	58.9	8.9	109	26	£33400
54kWh (156) auto Elettrica	247	9.0	0	23	£33905
54kWh (156) auto Speciale	254	9.0	0	23	£35705
54kWh (156) auto Intensa	254	9.0	0	23	£38905
54kWh (280) auto Veloce	200	6.0	0	34	£42305

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£38650
1.5T Hybrid (160) auto Veloce	48.7	8.8	130	29	£43650
1.5T Hybrid (160) auto Intensa	48.7	8.8	131	29	£48050
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£45500
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£50500
1.3T PHEV (280) auto Intensa Q4	201.8	6.2	32	37	£54900

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	192	30	£52000
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£57000
2.0T (280) auto AWD Intensa	33.2	5.7	192	30	£61400
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£95890

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£69350
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£70250

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	27	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	29	£36000
52kWh (220) auto A290 GTS	226	6.4	0	29	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	153	44	£55160
1.8T (300) auto A110 GTS	40.4	4.2	158	44	£69890
1.8T (300) auto A110 R 70	41.5	3.9	155	46	£106490

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£210000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£191000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£204500

Vanquish - 4850x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (835) auto Vanquish	20.7	3.3	312	50	£334000
5.2 V12TT (835) at Vanquish Volante	N/A	3.4	N/A	50	£361000

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£24030
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25980
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£25070
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£27020
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24765
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26715
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25805
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27755
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28780

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (116) Sport	50.4	9.7	127	17	£29725
1.5 TFSI (116) S line	48.7	9.7	133	18	£32105
1.5 TFSI (116) auto Sport	53.3	9.9	121	16	£31275
1.5 TFSI (116) auto S line	50.4	9.9	127	18	£33555
1.5 TFSI (150) Sport	50.4	8.4	128	22	£30780
1.5 TFSI (150) S line	47.9	8.4	134	22	£33160
1.5 TFSI (150) auto Sport	53.3	8.1	121	23	£32285
1.5 TFSI (150) auto S line	50.4	8.1	127	23	£34565
1.5 TFSI e (204) auto Sport	941.6	7.4	7	25	£39290
1.5 TFSI e (204) auto S line	706.2	7.4	9	26	£41570
2.0 TFSI (333) quat at S3 Black Ed	33.6	4.7	191	33	£48390
2.5 TFSI (400) quattro auto RS 3	30.4	3.8	211	36	£61525
2.0 TDI (150) auto Sport	57.6	8.1	128	23	£34185
2.0 TDI (150) auto S line	55.4	8.1	134	24	£36565

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (116) Sport	52.3	9.7	124	18	£30300
1.5 TFSI (116) S line	49.6	9.7	129	18	£32580
1.5 TFSI (116) auto Sport	54.3	9.9	119	17	£31850
1.5 TFSI (116) auto S line	52.3	9.9	123	18	£34130
1.5 TFSI (150) Sport	51.4	8.4	125	22	£31300
1.5 TFSI (150) S line	49.6	8.4	130	22	£33580
1.5 TFSI (150) auto Sport	54.3	8.1	119	23	£32850
1.5 TFSI (150) auto S line	52.3	8.1	123	23	£35130
2.0 TFSI (333) quat at S3 Black Ed	35.3	4.7	183	33	£48400
2.5 TFSI (400) quattro auto RS 3	31.0	3.8	207	36	£62525
2.0 TDI (150) auto Sport	58.9	8.1	125	24	£34750
2.0 TDI (150) auto S line	56.5	8.1	131	24	£37030

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	23	£42660
2.0 TFSI (150) auto S line	41.5	9.8	154	24	£44810
2.0 TFSI (204) auto Sport	42.2	7.8	155	30	£45000
2.0 TFSI (204) auto S line	41.5	7.8	155	31	£47150
2.0 TFSI e (299) quat auto Technik	141.9	5.9	45	39	£48950
2.0 TFSI e (299) quattro auto Sport	138.8	5.9	46	39	£50950
2.0 TFSI e (299) quattro auto S line	139.3	5.9	46	40	£53600
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	42	£69825
2.0 TDI (204) auto Sport	58.9	7.7	127	32	£47200
2.0 TDI (204) auto S line	58.9	7.7	127	32	£49350
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	34	£48775
2.0 TDI (204) quattro auto S line	55.4	6.9	133	34	£50925

Edition 1: add £5000 to S line

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	24	£44560
2.0 TFSI (150) auto S line	40.9	9.8	157	24	£46710
2.0 TFSI (204) auto Sport	41.5	7.8	157	30	£46900
2.0 TFSI (204) auto S line	40.9	7.8	159	31	£49050
2.0 TFSI e (299) quat auto Technik	136.3	5.9	47	39	£50850
2.0 TFSI e (299) quattro auto Sport	134.4	5.9	48	39	£52850
2.0 TFSI e (299) quattro auto S line	132.0	5.9	49	40	£55500
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	43	£71725
2.0 TDI (204) auto Sport	57.6	7.7	129	32	£49100
2.0 TDI (204) auto S line	57.6	7.7	130	32	£51350
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	34	£50675
2.0 TDI (204) quattro auto S line	55.4	6.9	135	34	£52825

Edition 1: add £5000 to S line

A6 - 4999x2099mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) auto Sport	40.4	8.2	159	31	£50560
2.0 TFSI (204) auto S line	40.0	8.2	160	32	£53360
2.0 TFSI e (299) quattro auto Sport	128.6	6.0	50	40	£60960
2.0 TFSI e (299) quattro auto S line	129.7	6.0	49	41	£63260
2.0 TDI (204) auto Sport	55.5	6.9	133	36	£54830
2.0 TDI (204) auto S line	54.8	6.9	135	37	£57630

Edition 1: add £4900 to S line

A6 Avant - 4999x2099mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) auto Sport	39.5	8.3	162	31	£52510
2.0 TFSI (204) auto S line	39.1	8.3	164	32	£55310
2.0 TFSI e (299) quattro auto Sport	123.0	6.0	52	40	£62930
2.0 TFSI e (299) quattro auto S line	123.4	6.0	52	41	£65230
2.0 TDI (204) auto Sport	54.2	7.0	137	36	£56780
2.0 TDI (204) auto S line	53.4	7.0	139	37	£59580

Edition 1: add £4900 to S line

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	384	6.0	0	43	£62540
83kWh (326) auto S line	383	6.0	0	43	£66040
100kWh (380) auto Sport perf	464	5.4	0	44	£68810
100kWh (380) auto S line perf	463	5.4	0	44	£72310
100kWh (462) quattro auto Sport	440	4.5	0	48	£73910
100kWh (462) quattro auto S line	439	4.5	0	50	£77410
100kWh (551) quattro at S6 Edition 1	407	3.9	0	50	£97540

Edition 1: add £5000 to S line

A6 Avant e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	364	6.0	0	43	£64340
83kWh (326) auto S line	362	6.0	0	43	£67840
100kWh (380) auto Sport perf	437	5.4	0	44	£70610
100kWh (380) auto S line perf	436	5.4	0	44	£74110
100kWh (462) quattro auto Sport	418	4.5	0	48	£75710
100kWh (462) quattro auto S line	415	4.5	0	50	£79210
100kWh (551) quattro at S6 Edition 1	391	3.9	0	50	£99340

Edition 1: add £5000 to S line

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (584) quattro auto	386	4.2	0	50	£88555
105kWh (680) quattro auto S	375	3.6	0	50	£107825
105kWh (857) quattro auto RS	368	3.1	0	50	£126425
105kWh (857) quat at RS Carbon Bl	369	3.1	0	50	£138925
105kWh (925) quattro at RS perf	365	2.9	0	50	£142925
105kWh (925) quat at RS perf Carbon	365	2.9	0	50	£155425

Vorsprung: add £22900 to S, add £11000 to RS Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£94480
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£98480
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£118285
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£85710
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£89710

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (116) 30 TFSI Sport	49.6	10.5	131	14	£29765
1.0 (116) 30 TFSI S line	47.9	10.5	134	14	£32215
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£31575
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£34025
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£33125
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£35575
2.0 TFSI (300) quat at SQ2 Black Ed	34.4	4.9	186	37	£46820

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4531x2087mm (inc mirrors)
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (150) auto Sport	46.5	9.1	138	N/A	£38300
1.5 TFSI (150) auto S line	45.4	9.1	142	N/A	£41100
1.5 e-Hybrid (272) auto Sport	161.9	6.8	40	N/A	£45800
1.5 e-Hybrid (272) auto S line	152.6	6.8	42	N/A	£48600
2.0 TFSI (204) quattro auto Sport	36.1	7.1	178	N/A	£42000
2.0 TFSI (204) quattro auto S line	35.4	7.1	181	N/A	£44800
2.0 TFSI (265) quattro auto S line	33.1	5.7	194	N/A	£48900
2.0 TDI (150) auto Sport	52.7	9.2	140	N/A	£40000
2.0 TDI (150) auto S line	51.6	9.2	143	N/A	£42800

Edition 1: add £3550 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36565
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£39735
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£38145
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£41315
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£44655
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£47665
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£39745
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£45755

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) 40 e-tron auto Sport	251	8.1	0	32	£46610
82kWh (286) 45 e-tron auto Sport	338	6.6	0	36	£51310
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52740
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57690

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) 40 e-tron auto Sport	256	8.1	0	32	£48110
82kWh (286) 45 e-tron auto Sport	347	6.6	0	36	£52810
82kWh (286) 45 e-tron qt at Sport	328	6.6	0	37	£54240
82kWh (340) 55 e-tron qt at Sport	328	5.4	0	39	£59190

S line: add £2550
Black Edition: add £4800

Q5 - 4717x2155mm (inc mirrors)
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) quattro auto Sport	40.4	7.2	159	37	£50660
2.0 TFSI (204) quattro auto S line	39.4	7.2	163	38	£53260
2.0 e-Hybrid (299) quattro at Sport	111.3	6.2	58	43	£56740
2.0 e-Hybrid (299) quattro at S line	99.6	6.2	64	43	£59340
3.0 V6 TFSI (367) quattro auto SQ5	34.1	4.5	188	45	£75525
2.0 TDI (204) quattro auto Sport	47.0	7.4	158	38	£52310
2.0 TDI (204) quattro auto S line	45.9	7.4	162	39	£54910

Edition 1: add £4200 to S line

Q5 Sportback - 4717x2155mm (inc mirrors)
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) quattro auto Sport	40.3	7.2	159	37	£53160
2.0 TFSI (204) quattro auto S line	39.5	7.2	162	38	£55760
2.0 e-Hybrid (299) quattro at Sport	110.9	6.2	58	43	£59240
2.0 e-Hybrid (299) quattro at S line	100.3	6.2	64	43	£61840
3.0 V6 TFSI (367) quattro auto SQ5	34.2	4.5	187	45	£78775
2.0 TDI (204) quattro auto Sport	47.2	7.4	157	38	£54810
2.0 TDI (204) quattro auto S line	46.3	7.4	160	39	£57410

Edition 1: add £4200 to S line

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£60515
83kWh (252) auto S line	300	7.0	0	45	£63515
100kWh (306) auto Sport perf	393	6.7	0	45	£64015
100kWh (306) auto S line perf	361	6.7	0	47	£67015
100kWh (388) quattro auto Sport	382	5.9	0	46	£69515
100kWh (388) quattro auto S line	349	5.9	0	47	£72515
100kWh (490) qt at SQ6 Edition 1	360	4.3	0	50	£92990

Edition 1: add £5000 to S line

Q6 Sportback e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	334	7.0	0	44	£63015
83kWh (252) auto S line	300	7.0	0	45	£66015
100kWh (306) auto Sport perf	406	6.7	0	45	£66515
100kWh (306) auto S line perf	361	6.7	0	47	£69515
100kWh (388) quattro auto Sport	382	5.9	0	46	£72015
100kWh (388) quattro auto S line	349	5.9	0	47	£75015
100kWh (490) qt at SQ6 Edition 1	369	4.3	0	50	£95490

Edition 1: add £5000 to S line

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TFSI (340) quattro at S line	27.6	5.6	233	41	£73850
3.0 V6 TFSI e (394) quattro at S line	219.7	5.7	29	41	£77135
4.0 V8 TFSI (507) qt at SQ7 Black	23.5	4.1	274	50	£97745
3.0 V6 TDI (231) quattro at S line	35.7	7.1	207	41	£70730
3.0 V6 TDI (286) quattro at S line	35.6	6.1	208	43	£73770

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TFSI (340) quattro at S line	27.4	5.6	234	45	£81130
3.0 V6 TFSI e (394) quattro at S line	226.1	5.7	28	41	£84600
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£102740
4.0 V8 TFSI (600) quattro at RS Q8	21.5	3.8	299	50	£125090
4.0 V8 TFSI (640) quat at RS Q8 perf	21.4	3.6	300	50	£140090
3.0 V6 TDI (286) quattro at S line	34.9	6.1	212	47	£79805

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£239000

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£172600
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£195000
4.0 V8TT (550) auto	23.5	4.5	294	50	£172600
4.0 V8TT (550) auto S	21.7	4.5	294	50	£201500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (680) auto GT	N/A	3.7	N/A	50	£202400
4.0 V8 Hybrid (782) at GT Conv	N/A	3.9	N/A	50	£222600
4.0 V8 Hybrid (782) auto GT Speed	217.3	3.2	29	50	£251000
4.0 V8 Hybrid (782) at GT Spd Conv	201.8	3.4	31	50	£272100

BMW

Dealers: 192 **Warranty:** 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: ★★★★ **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto 120 Sport	52.3	7.8	121	21	£32290
1.5T (170) auto 120 M Sport	52.3	7.8	121	21	£34290
1.5T (218) auto 123 xDrive M Sport	47.9	6.3	135	26	£37470
2.0T (300) auto xDrive M135	37.2	4.9	173	29	£44925

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220 M Sport	53.3	7.9	120	27	£36160
1.5T (218) auto 223 xDrive M Sport	47.9	6.4	133	26	£39340
2.0T (300) auto xDrive M235	37.7	4.9	170	36	£45945

3 Series - 4713x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	43.5	7.4	147	29	£41310
2.0T (184) auto 320i M Sport	42.8	7.4	148	29	£42560
3.0T (374) auto M340i xDrive	36.2	4.4	177	38	£62080
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£89635
2.0T PHEV (292) auto 330e Sport	353.1	5.9	19	34	£47185
2.0T PHEV (292) at 330e M Sport	353.1	5.9	19	34	£48435

3 Series Touring - 4713x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	41.5	7.6	153	29	£43930
2.0T (184) auto 320i M Sport	41.5	7.6	153	29	£45180
3.0T (374) auto M340i xDrive	34.9	4.6	182	38	£63880
3.0TT (530) at M3 Comp xDrive	27.4	3.6	233	41	£91865
3.0TT (551) auto M3 CS	26.9	3.5	238	47	£126275
2.0T PHEV (292) auto 330e Sport	313.9	6.0	20	34	£48985
2.0T PHEV (292) at 330e M Sport	313.9	6.0	20	34	£50235

4 Series Gran Coupe - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) at 420i M Sport	42.2	7.9	152	29	£46915
3.0T (374) auto M440i xDrive	34.4	4.7	186	38	£63780

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	319	6.0	0	38	£51370
70.2kWh (286) at eDriv35 M Sport	310	6.0	0	38	£52870
80.7kWh (340) at eDrive40 Sport	380	5.6	0	35	£59465
80.7kWh (340) at eDriv40 M Sport	370	5.6	0	36	£60965
80.7kWh (601) auto M60 xDrive	338	3.7	0	43	£71000

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	131	35	£52285
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59655
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76805
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111605

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	46.3	7.8	139	35	£54535
2.0T (299) auto 530e M Sport	403.5	6.4	16	39	£61905
3.0T (489) at 550e xDrive M Sport	313.9	4.4	19	44	£79055
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113605

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67795
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74205
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97845

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£70045
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76455
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£100095

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105710
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110210
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121285

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101865
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106365
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115835
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120335
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164420

Pro: add £20445 to Excellence, add £23195 to M Sport

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£35360
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£38295
2.0T PHEV (245) at 225e xDrv Spt	313.9	6.7	21	27	£40270
2.0T PHEV (326) at 230e xDr M Sp	313.9	5.5	21	33	£46880

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	32	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	38	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	42	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	33	£49785

M Sport: add £1800 to xLine

iX3 - 4782x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
113kWh (469) auto xDrive50	493	4.9	0	N/A	£58755
113kWh (469) at xDrive50 M Sport	492	4.9	0	N/A	£61255

M Sport Pro: add £1500 to M Sport

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100.6kWh (408) at xDrive45 Sport	374	5.1	0	47	£75315
100.6kWh (408) at xDrive45 M Sport	367	5.1	0	47	£78315
111.5kWh (544) at xDrive60 M Sport	426	4.6	0	50	£93115
111.5kWh (659) auto xDrive M70	365	3.8	0	50	£114215

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£92160
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£116910
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£93245

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	33	50	£110840
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150380
4.4 V8TT PHEV (748) auto Label	166.2	3.8	44	50	£174440

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£39070
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£43405
3.0TT (374) auto M240i xDrive	34.9	4.3	185	37	£50060
3.0TT (480) M2	28.2	4.2	227	42	£68795
3.0TT (480) auto M2	29.1	4.0	219	42	£68795
3.0TT (530) auto M2 CS	28.2	3.8	226	45	£92475

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£45195
3.0TT (374) auto M440i xDrive	36.2	4.5	177	40	£62880
3.0TT (530) auto M4 Comp xDrive	28.0	3.5	228	44	£91650
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£122685

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	155	33	£52690
3.0TT (374) auto M440i xDrive	34.4	4.9	184	43	£69555
3.0TT (530) auto M4 Comp xDrive	27.4	3.7	232	46	£95655

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£46510
3.0TT (340) M40i	32.5	4.6	197	38	£65710
3.0TT (340) auto M40i	35.3	4.5	180	38	£59275

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin Surf - 3990x1720mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
30kWh (88) auto Active	137	11.1	0	14	£18650
43.2kWh (88) auto Boost	200	12.1	0	14	£21950
43.2kWh (156) auto Comfort	193	9.1	0	19	£23950

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.4kWh (204) auto Comfort	265	7.0	0	30	£30195
60.4kWh (204) auto Design	265	7.0	0	30	£31695

Atto 2 - 4310x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.1kWh (177) auto Boost	214	7.9	0	30	£30850
64.8kWh (203) auto Comfort	267	7.9	0	32	£34950

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal 6 - 4840x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (184) auto Boost	122.8	8.9	52	28	£33990
1.5 DM-i (212) auto Comfort Lite	188.3	8.5	34	31	£36490
1.5 DM-i (212) auto Comfort	188.3	8.5	34	31	£36990

Touring estate: add £1000

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHANGAN

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Deepal S07 - 4750x1930mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
80kWh (214) auto Ultra	295	7.9	0	45	£39990

CHERY

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Tiggo 7 - 4553x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	40.4	9.4	159	31	£23660
1.6T (147) auto Summit	40.4	9.4	159	31	£26660
1.5T PHEV (204) auto Aspire	343.0	8.5	23	35	£29830
1.5T PHEV (204) auto Summit	343.0	8.5	23	36	£32830

Tiggo 8 - 4725x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	36.2	9.8	177	30	£25940
1.6T (147) auto Summit	36.2	9.8	177	31	£29180
1.5T PHEV (204) auto Aspire	211.0	8.5	31	35	£32660
1.5T PHEV (204) auto Summit	211.0	8.5	31	36	£36380

Tiggo 9 - 4810x1925mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T PHEV (428) auto Summit	470.8	5.4	31	44	£43105

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	52.0	10.6	127	24	£18805
1.2 Hybrid (110) auto Plus	56.5	9.8	114	24	£20615
1.2 Hybrid (110) auto Max	56.5	9.8	114	24	£22315
44kWh (113) auto Plus	201	10.4	0	24	£22095
44kWh (113) auto Max	201	10.4	0	24	£23795

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	50.7	9.4	134	19	£24250
1.2 PureTech (130) auto Max	50.7	9.4	135	19	£26140
1.2 Hybrid (110) auto You!	62.1	10.7	107	16	£23095
1.2 Hybrid (145) auto Plus	62.1	8.0	107	23	£25535
1.2 Hybrid (145) auto Max	62.1	8.0	107	23	£27425
50kWh (136) auto You!	219	10.0	0	21	£27650
50kWh (136) auto Plus	219	10.0	0	22	£28650
54kWh (156) auto Max	257	9.2	0	23	£31440

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	62.1	8.0	106	24	£25535
1.2 Hybrid (136) auto Max	62.1	8.0	107	24	£27425
50kWh (136) auto Plus	222	10.0	0	23	£28715
54kWh (156) auto Max	263	9.3	0	23	£31505

E-Series: add £1160 to e-C4 Max

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	44.7	11.2	154	12	£23355
1.5 BlueHDi (130) auto Plus M	51.9	11.7	152	15	£27055
1.5 BlueHDi (130) auto Max M	51.9	11.7	153	15	£29570
52kWh (136) auto Plus M	212	9.9	0	20	£31240
52kWh (136) auto Max M	211	9.9	0	21	£33755
52kWh (136) auto Plus XL	206	9.9	0	21	£32140

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	29.8	10.6	208	N/A	£55395
50kWh (136) auto You! M	136	13.1	0	30	£38150
50kWh (136) auto You! XL	134	13.1	0	31	£39050
75kWh (136) auto You! M	214	13.1	0	31	£43550
75kWh (136) auto You! XL	214	13.1	0	32	£44450

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	15	£21105
1.2 Hybrid (136) auto Plus	57.4	10.1	121	24	£24565
1.2 Hybrid (136) auto Max	57.4	10.1	121	24	£26565
44kWh (113) auto Plus	188	11.7	0	16	£23095
44kWh (113) auto Max	188	11.7	0	16	£25095
54kWh (113) auto Extended Plus	248	13.0	0	15	£24995
54kWh (113) auto Extended Max	249	13.0	0	15	£26995

Seven seats: add £765 to petrols

C5/e-C5 Aircross - 4652x1936mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto You!	43.6	11.2	122	N/A	£30495
1.2 Hybrid (145) auto Plus	43.6	11.2	122	N/A	£33135
1.2 Hybrid (145) auto Max	43.6	11.2	123	N/A	£35775
79.9kWh (210) auto You!	322	8.9	0	N/A	£37630
79.9kWh (210) auto Plus	322	8.9	0	N/A	£27780
79.9kWh (210) auto Max	322	8.9	0	N/A	£32420

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£14715
1.0 TCe (90) Expression	53.3	12.2	119	14	£15715
1.0 TCe (90) Journey	53.3	12.2	119	14	£16715
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£18215
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£14725
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£15725
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£16725

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£16015
1.0 TCe (90) Expression	50.4	12.0	127	10	£17015
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19915
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£16075
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£17075
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1848mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18970
1.0 TCe (110) Expression	48.7	11.2	132	13	£20270
1.0 TCe (110) Extreme	48.7	11.2	132	13	£21120
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£23305
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£24305

Spring - 3701x1583mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£19380
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21820
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£24070
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24830

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

Bigster - 4570x1812mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 TCe (140) Expression	50.0	9.8	122	27	£25215
1.2 TCe (130) Expression 4x4	46.0	11.2	134	26	£27465
1.8 Hybrid (155) auto Expression	58.0	9.7	105	28	£28190

Journey: add £1250 to Expression (not TCe 130) **Extreme:** add £1500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	62.1	9.2	112	21	£32910
1.2 Hybrid (136) auto Pallas 55	62.1	9.2	112	21	£33710
1.2 Hybrid (136) auto Etoile	62.1	9.2	112	21	£34850
54kWh (155) auto E-Tense Pallas	248	9.0	0	29	£36995
54kWh (155) auto E-Tense Etoile	245	9.0	0	31	£38935

No. 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto Pallas+	54.3	10.4	117	19	£32200
1.2 Hybrid (145) auto Etoile	54.3	10.4	117	20	£37430
1.6 Hybrid E-Tense (225) at Pallas+	323.3	7.4	60	28	£39000
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.4	60	33	£41800
54kWh (155) auto E-Tense Pallas	279	7.1	0	30	£36995
54kWh (155) auto E-Tense Pallas+	279	7.1	0	29	£39160
54kWh (155) auto E-Tense Etoile	278	7.1	0	31	£41860

No. 8 - 4820x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
74kWh (230) auto Pallas	364	7.7	0	N/A	£50790
74kWh (230) auto Etoile	364	7.7	0	N/A	£54790
97.2kWh (245) at Pallas Long Range	471	7.8	0	N/A	£54790
97.2kWh (245) at Etoile Long Range	471	7.8	0	N/A	£59290
97.2kWh (350) at Etoile AWD Long	431	5.4	0	N/A	£63290

Jules Verne: add £5500 to Etoile Long Range

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3632x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
24kWh (95) auto	118	9.5	0	16	£24975
24kWh (95) auto (Red)	118	9.5	0	16	£24975
42kWh (118) auto	202	9.0	0	17	£27975
42kWh (118) auto (Red)	202	9.0	0	17	£27975
42kWh (118) auto La Prima	196	9.0	0	18	£30975
42kWh (118) auto Armani Edition	192	9.0	0	18	£33975

500C: add £6000

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24555
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27555
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25555
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28555
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28730
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29560
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31760
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30580
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31410
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33610

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Focus Estate - 4693x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.4	120	13	£29890
1.0T EcoBoost (125) ST-Line	54.3	10.4	124	13	£30720
1.0T EcoBoost (125) Active X	54.3	10.4	125	13	£32920
1.0T EcoBoost (155) auto Titanium	53.3	8.6	121	17	£31740
1.0T EcoBoost (155) auto ST-Line	53.3	8.6	124	17	£32570
1.0T EcoBoost (155) auto Active X	53.3	8.6	127	17	£34770

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£26580
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£27480
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£28380
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£29280
1.0T EcoBoost (155) auto ST-Line X	49.6	8.7	129	17	£31580
1.0T EcoBoost (170) auto ST	47.9	7.4	135	21	£33880
1.0T EcoBoost (170) at ST Handling	47.9	7.4	135	21	£34930
53kWh (168) auto Gen-E Select	233	8.0	0	18	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	19	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	233	8.7	0	19	£39285
52kWh (170) auto Premium	221	8.7	0	20	£43985
77kWh (286) auto Select	374	6.4	0	28	£45885
77kWh (286) auto Premium	354	6.4	0	29	£49985
79kWh (340) auto Premium AWD	329	5.3	0	32	£53985

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	242	8.7	0	20	£41485
52kWh (170) auto Premium	231	8.7	0	21	£46185
77kWh (286) auto Select	389	6.4	0	29	£48085
77kWh (286) auto Premium	369	6.4	0	30	£52185
79kWh (340) auto Premium AWD	346	5.3	0	33	£56185

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32365
1.5T EcoBoost (150) ST-Line	44.1	9.5	147	17	£37665
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38795
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42645
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£41145
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40665
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£41065

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (268) auto Select	292	6.9	0	33	£50840
91kWh (294) auto Premium	372	7.0	0	37	£59390
91kWh (370) auto AWD Premium	341	5.8	0	40	£65415
91kWh (487) auto AWD GT	320	4.4	0	40	£74550
91kWh (487) auto AWD GT Rally	316	4.4	0	40	£76800

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.3 PHEV (281) auto Double Cab XLT	91.1	9.2	71	N/A	£48929
2.3 PHEV (281) auto DC Wildtrak	94.2	9.2	68	N/A	£55409
2.3 PHEV (281) auto DC Stormtrak	94.2	9.2	68	N/A	£61289
3.0 V6 E'Boost (292) auto DC Raptor	20.5	7.9	315	42	£62489
2.0 EcoBlue (170) Double Cab XL	33.2	10.5	222	39	£38489
2.0 EcoBlue (170) Double Cab XLT	33.2	10.5	221	39	£40109
2.0 EcoBlue (205) auto DC Tremor	27.4	10.5	270	41	£44189
2.0 EcoBlue (205) auto DC Wildtrak	32.1	10.5	230	42	£49949
2.0 EcoBlue (205) at DC Wildtrak X	27.4	10.5	271	42	£52349
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£58889
3.0 V6 E'Blue (240) at DC Wildtrak	28.0	8.7	264	44	£56609
3.0 V6 E'Blue (240) at DC Platinum	28.0	8.7	266	45	£59069
3.0 V6 E'Blue (240) auto DC MS-RT	26.6	8.7	277	45	£62489

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	275	44	£58470
5.0 V8 (446) auto GT Fastback	23.9	4.9	278	45	£60470
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£61970
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£63970
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£70740
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£72740

GEELY

Dealers: TBC **Warranty:** 8 yrs/125000 mls

EX5 - 4615x1901mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.2kWh (218) auto SE	267	6.9	0	35	£52645
60.2kWh (218) auto Pro	258	6.9	0	35	£49545
60.2kWh (218) auto Max	255	6.9	0	36	£52805

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

Electrified G80 - 5005x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87.2kWh (370) auto Luxury AWD	323	4.9	0	50	£76535

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54855
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£59315
77.4kWh (490) auto Sport Plus AWD	290	4.0	0	45	£68455

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Luxury AWD	283	4.2	0	N/A	£48955
2.5T (304) auto Premium AWD	283	4.2	0	N/A	£49045
2.5T (304) auto Sport AWD	283	4.2	0	N/A	£51095
2.2 (201) auto Luxury AWD	283	7.9	0	N/A	£52645
2.2 (201) auto Premium AWD	283	7.9	0	N/A	£49545
2.2 (201) auto Sport AWD	283	7.9	0	N/A	£52805

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

Poer 300 - 5416x1947mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4D (184) auto Lux	33.6	11.0	221	N/A	£37714
2.4D (184) auto Ultra	33.6	11.0	223	N/A	£41049
2.4D (184) auto Vanta	33.6	11.0	223	N/A	£43049

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£28060
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£29280
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£30355
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£30555

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	60.1	7.9	108	28	£35780
2.0 i-MMD (143) auto Sport	56.5	7.9	113	28	£37325
2.0 i-MMD (143) auto Advance	56.5	8.1	114	28	£40680

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£32250
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£34780
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£38030
1.5 i-MMD (107) at Adv Style Plus	52.3	10.7	122	31	£38825

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£40660
68.8kWh (204) auto Advance	256	7.7	0	43	£42890

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£40780
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£42445
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£44330

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£47350
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£50470
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£49930

Prelude - 4525x1880mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Advance	54.3	8.2	117	N/A	£40995

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16600
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£17250
1.2 MPi (84) Advance	52.3	15.6	123	6	£17400
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£18050
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£19200

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£22100
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24750
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£23350

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£26000

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.6	130	15	£24755
1.5 T-GDi (140) N Line	42.8	9.6	150	15	£27390
1.5 T-GDi (140) auto Advance	50.4	9.7	127	15	£25955
1.5 T-GDi (140) auto N Line	44.8	9.7	143	15	£28590

Premium: add £3050 to Advance
N Line S: add £2020 to N Line

i30 Tourer - 4585x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.8	130	15	£25505
1.5 T-GDi (140) Premium	47.1	9.8	135	14	£28555
1.5 T-GDi (140) auto Advance	47.1	9.9	127	14	£26705
1.5 T-GDi (140) auto Premium	48.7	9.9	132	15	£29755

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	33	£39910
84kWh (228) auto Advance	354	7.5	0	38	£43410
84kWh (228) auto N Line	320	5.3	0	38	£47410
84kWh (325) auto N Line AWD	307	5.3	0	41	£50910
84kWh (650) auto N AWD	278	3.4	0	49	£65010

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47050
77kWh (325) auto Premium AWD	322	5.1	0	41	£50550

Ultimate: add £3500 to Premium

Inster - 3825-3845x1610mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	21	£23805
49kWh (115) auto 01	229	10.6	0	23	£25055
49kWh (115) auto 02	223	10.6	0	23	£26755
49kWh (115) auto Cross	229	10.6	0	23	£29055

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£23125
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£24525
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£24375
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25775

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26735
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£28535
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£27685
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29485
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£29235
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£31035
1.6 Hybrid (129) auto Advance	60.1	12.0	106	20	£30890
1.6 Hybrid (129) auto N Line	60.1	12.0	106	20	£32690
65kWh (218) auto Advance	319	7.8	0	31	£35000
65kWh (218) auto N Line	282	7.8	0	31	£37000

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 13th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£33080
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£35580
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£34260
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36760
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£42080
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£36220
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38820
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42910
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39385
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41885
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43485

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£47890
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£51390
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£53890
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£49945
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£53445
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£55945
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51995
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55245
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57745

Six seats: add £1000 to Calligraphy

Ioniq 9 - 5060x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
110kWh (218) auto Premium	385	9.7	0	42	£64995
110kWh (307) auto Ultimate 4WD	376	6.7	0	47	£73495
110kWh (307) at Calligraphy 4WD	376	6.7	0	47	£75795
110kWh (427) at Calligraphy 4WD	372	5.2	0	48	£77595

Six seats: add £1000 to 427 Calligraphy

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65025
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£71385
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65025
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£71385

Fieldmaster/Trialmaster Editions: add £7500

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66240
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66240

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5280x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.7	12.7	220	39	£38146
1.9D (164) DL20 Double Cab	32.5	12.7	220	39	£40306
1.9D (164) DL40 Double Cab	32.5	12.7	220	40	£44026
1.9D (164) V-Cross Double Cab	32.5	12.7	220	40	£45826
1.9D (164) auto DL20 Double Cab	31.8	13.0	241	40	£43480
1.9D (164) auto DL40 Double Cab	31.4	13.0	241	40	£47200
1.9D (164) at V-Cross Double Cab	31.4	13.0	241	40	£49000
1.9D (164) at Arctic Trucks AT35 DC	32.5	12.7	241	40	£68326

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 5 - 4380x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (140) auto Pure	41.0	10.2	159	25	£24505
1.6T (140) auto Luxury	41.0	10.2	159	26	£28000
61kWh (207) auto Pure	248	7.7	0	34	£27505
61kWh (207) auto Luxury	248	7.7	0	34	£30505

Jaecoo 7 - 4500x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	24	£30115
1.6T (147) auto Luxury AWD	35.3	11.8	182	23	£33945
1.5T PHEV (204) auto Luxury	403.0	6.1	23	31	£35165

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£25218
1.2T (100) Altitude	49.6	10.6	127	23	£27218
1.2T (100) Summit	49.6	10.6	129	23	£29219
1.2 E-Hybrid (100) auto Longitude	57.6	10.4	111	22	£26229
1.2 E-Hybrid (100) auto Altitude	57.6	10.4	111	23	£28229
1.2 E-Hybrid (100) auto Summit	57.6	10.4	111	23	£30229
1.2 Hybrid (136) auto Upland 4xe	51.4	9.5	124	27	£31219
1.2 Hybrid (136) auto Overland 4xe	51.4	9.5	124	27	£33219
1.2 Hybrid (136) at North Face 4xe	51.4	9.5	124	28	£35219
54kWh (156) auto e-Longitude	249	9.6	0	24	£29999
54kWh (156) auto e-Altitude	249	9.6	0	24	£31999
54kWh (156) auto e-Summit	249	9.6	0	25	£33999

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto North Star	50.4	10.0	127	17	£32929
1.5T E-Hybrid (130) auto Summit	50.4	10.0	126	17	£33429
1.3T PHEV (240) at North Star 4xe	134.5	7.1	48	26	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) North Star	50.4	10.0	127	26	£36835
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38335
1.3T PHEV (240) auto Summit 4xe	141.2	7.3	47	31	£44765

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£63465
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£65870

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	48	£72414
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85914

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23995
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£25749

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K35	36.9	10.8	175	18	£26995
1.5 GDi-T (163) auto K35	35.5	10.8	182	18	£27995

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£36749
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£39749
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£41749
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£36995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£39295

Actyon - 4740x1910mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K50	33.1	N/A	194	25	£38649

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£42495
2.2D (202) auto K40	32.9	10.7	225	37	£44235
2.2D (202) auto K50	32.6	10.7	227	38	£48710

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) Rebel	34.0	N/A	220	48	£38358
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£41718
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£43194

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	116	4	£16065
1.0 DPi (62) GT-Line	52.3	15.4	121	5	£17215
1.0 DPi (62) 3	55.4	15.4	121	5	£18015
1.0 DPi (62) auto 2	54.3	18.2	119	4	£16765
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17915
1.0 DPi (62) auto 3	54.3	18.2	122	5	£18715
1.2 DPi (77) GT-Line S	51.4	13.1	124	8	£18915
1.2 DPi (77) auto GT-Line S	49.6	16.5	127	5	£19615

K4 - 4440x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T (113) Pure	49.6	12.2	129	N/A	£25995
1.0T (113) auto Pure	49.6	12.3	129	N/A	£27495
1.0T (113) auto GT-Line	49.6	12.3	130	N/A	£29995
1.0T (113) auto GT-Line S	48.7	12.3	132	N/A	£33995
1.6T (147) auto GT-Line	43.5	9.1	148	N/A	£31295
1.6T (177) auto GT-Line S	42.2	8.4	152	N/A	£36195

EV4 - 4430x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	273	7.5	0	N/A	£34695
81.4kWh (201) auto Air	388	7.7	0	N/A	£37695
81.4kWh (201) auto GT-Line	362	7.9	0	N/A	£39395
81.4kWh (201) auto GT-Line S	362	7.9	0	N/A	£43895

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	34	£45585
84kWh (225) auto GT-Line	361	7.7	0	35	£48585
84kWh (320) auto AWD GT-Line	339	5.3	0	40	£52085
84kWh (641) auto AWD GT	279	3.5	0	46	£59985

GT-Line S: add £5100 to GT-Line, **heat pump:** add £1000 to GT-Line S

PV5 Passenger - 4695x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.5kWh (120) auto Essential	179	12.8	0	N/A	£32995
51.5kWh (120) auto Plus	179	12.8	0	N/A	£TBC
71.2kWh (160) at Essential L. Range	249	10.7	0	N/A	£35995
71.2kWh (160) auto Plus Long Range	249	10.7	0	N/A	£38295

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21485
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22540
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23990
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22485
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23540
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24990

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24610
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£26085
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26585
1.5 T-GDi (138) auto GT-Line	44.8	8.9	142	17	£27185
1.5 T-GDi (138) auto 3	44.8	8.9	142	17	£27685
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£32185

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30270
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32540
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35290
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35435
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37685
1.6 GDi PHEV (180) auto 4	282.5	9.6	22	24	£40435
65kWh (201) auto EV 2	285	7.8	0	28	£37335
65kWh (201) auto EV 3	285	7.8	0	29	£39585
65kWh (201) auto EV 4	285	7.8	0	29	£42335

Heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	34	£33005
81.4kWh (201) auto Air	372	7.7	0	36	£36005
81.4kWh (201) auto GT-Line	347	7.9	0	37	£39405
81.4kWh (201) auto GT-Line S	347	7.9	0	38	£43005

Heat pump: add £900 to GT-Line S

Sportage - 4540x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (147) Pure	TBC	TBC	160	N/A	£30885
1.6 T-GDi (147) GT-Line	TBC	TBC	160	N/A	£33385
1.6 T-GDi (147) auto GT-Line	TBC	TBC	155	N/A	£35085
1.6 T-GDi (147) auto GT-Line S	TBC	TBC	155	N/A	£40285
1.6 T-GDi HEV (235) auto Pure	TBC	TBC	124	N/A	£34425
1.6 T-GDi HEV (235) auto GT-Line	TBC	TBC	124	N/A	£36215
1.6 T-GDi HEV (235) auto GT Line S	TBC	TBC	124	N/A	£41470
1.6 T-GDi HEV (235) at GT Li S AWD	TBC	TBC	139	N/A	£41470

EV5 - 4610x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81.4kWh (214) auto Air	329	8.4	0	N/A	£39295
81.4kWh (214) auto GT-Line	313	8.4	0	N/A	£42595
81.4kWh (214) auto GT-Line S	313	8.4	0	N/A	£47095

Heat pump: add £900 to GT-Line S

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£43685
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47885
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£52385
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47405
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51605
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£56105
2.2 CRDi (190) auto AWD 2	43.5	9.7	170	30	£42675
2.2 CRDi (190) auto AWD 3	42.8	9.7	173	31	£47290
2.2 CRDi (190) auto AWD 4	42.8	9.7	174	32	£51790

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65035
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73285
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76035
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77035
99.8kWh (502) auto AWD GT	280	4.6	0	50	£82185

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50260
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52880
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£58030
2.0 D165 auto AWD S	42.7	10.2	173	28	£44540
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£48060
2.0 D200 auto AWD S	42.7	8.6	173	32	£45940
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£49460
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£54610

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£96190
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£113250
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£61440
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£68175
3.0 D350 auto AWD S	33.7	6.2	219	41	£59960
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£64940
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£71675
3.0 D350 auto AWD X	33.0	6.2	224	46	£90385

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa	21.4	3.8	298	50	£148045
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£163545
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£100395
2.0T P300e auto AWD S	104.2	7.6	61	41	£69810
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76765
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79580
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86710
2.0T P300e auto AWD X	98.6	7.6	65	46	£95040
3.0 D250 auto AWD S	33.1	8.3	223	38	£62120
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£69470
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£73660
3.0 D350 auto AWD S	33.1	6.4	224	38	£66290
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£75020
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£77835
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£84470
3.0 D350 auto AWD X	32.3	6.4	229	46	£95970

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£89670
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£93175
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£111075
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120980
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£83925
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£87490
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£85060
3.0 D350 auto AWD X	31.8	6.8	233	47	£104390

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£64610
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£70410
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£74775
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£79670

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£44755
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£47330
1.5 P270e auto AWD S	196.0	6.8	33	34	£49110
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53235
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£58385
2.0 D165 auto AWD S	44.0	9.2	168	26	£44380
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47755
2.0 D200 auto AWD S	44.0	7.9	168	29	£45435
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£49560
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£55540

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£69025
3.0T P400 at AWD Autobiography	28.2	5.2	228	47	£77735
2.0T P400e auto AWD S	161.1	5.1	40	43	£65445
2.0T P400e auto AWD Dynamic SE	157.7	5.1	41	44	£69670
2.0T P400e at AWD Autobiography	150.7	5.1	43	44	£75005
2.0 D200 auto AWD S	43.7	7.8	170	36	£55410
2.0 D200 auto AWD Dynamic SE	42.8	7.8	173	36	£60395
2.0 D200 auto AWD Autobiography	41.5	7.8	204	36	£67630
3.0 D300 auto AWD Dynamic SE	38.4	6.1	193	42	£66905
3.0 D300 at AWD Autobiography	37.5	6.1	197	46	£73540

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90310
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93310
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104830
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114160
4.4 V8TT P530 auto AWD Autobiog	24.7	4.3	259	50	£119025
4.4 V8TT P635 auto AWD SV Ed 2	23.6	3.7	272	50	£174545
3.0 D250 auto AWD S	39.4	7.3	188	44	£76350
3.0 D300 auto AWD SE	38.8	6.1	191	47	£85575
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£88575
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£100095
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£104275

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£145145
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£174345
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115915
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121635
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134795
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138665
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161865

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D300 auto AWD SE	38.2	6.3	194	50	£105675
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£111755
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£125355
3.0 D350 auto AWD SE	38.3	5.7	194	50	£108775
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£114855
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£128455

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£147145
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£194175
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137545
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178290
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£120055
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£130455

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	25	£15995

B10 - 4515x1873mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto B10	270	8.0	0	32	£31495

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	40	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43945
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£57495

Premium Plus: add £5150 to Premium

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32845
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34845
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38525
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£40525

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£35245
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£37245
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42945
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44745
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48845
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£44945
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£46745
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£50845
72.8kWh (204) auto 300e Urban	279	7.5	0	38	£40065
72.8kWh (204) auto 300e Prem	279	7.5	0	38	£42145
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44145
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£51145

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44845
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46645
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58895
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45845
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47645
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£55395
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59895
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£50245
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57895
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59895

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£50145
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52445
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£60145
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£58045
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65745

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) at 350h Premium	44.8	7.9	150	42	£63345
2.5 Hybrid (250) auto 350h F Sport	44.8	7.9	150	42	£70345
2.5 Hybrid (250) auto 350h Takumi	44.8	7.9	145	43	£77845
2.4T Hyb (371) auto 500h F Sport	35.3	6.2	182	46	£80695
2.5 PHEV (309) at 450h+ Premium	256.8	6.5	25	44	£65045
2.5 PHEV (309) auto 450h+ F Sport	256.8	6.5	25	44	£71045
2.5 PHEV (309) auto 450h+ Takumi	256.8	6.5	25	45	£77295

Premium Plus: add £6000 to 350h Premium, add £5500 to 450h+ Premium

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	27.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24280
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25575
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27475
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29425

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24730
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25830
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£27530
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27875
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£29075
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27675
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29975
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£31575

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£26135
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27735
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£29435
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£29235
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30935
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£29535
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31835
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£36535
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£31135
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£33435
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£38035

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31605
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33605
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£36205

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31330
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34430
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36830
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33750
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36850
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£39250
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£42280
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36630
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£39050
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£41450
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£43880

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£46640
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£49790
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£50740
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£46700
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£49350
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£52500
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£53450

Plus: add £2800 to PHEV, add £2600 to diesel (not Exclusive-Line)

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£49780
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£52930
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£53880
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£52475
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£55625
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£56575

Plus: add £2650 to PHEV, add £3270 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28285
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30285
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£33115
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£35515

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	131	20	£31300
1.3T (136) auto A 180 Sport Exec	47.1	9.2	131	20	£32685
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£34235
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41165
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£47960
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£65395
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£35235

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	136	25	£35965
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£37065

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4731x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
85kWh (272) at 250+ Sport Edition	484	6.7	0	N/A	£45615
85kWh (272) at 250+ AMG Line Ed	482	6.7	0	N/A	£49375
85kWh (272) at 250+ AMG Line Prem	462	6.7	0	N/A	£51770

C-Class - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	43.5	7.3	142	38	£46175
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	153	40	£53495
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51970
2.0T (408) auto AMG C 43 4MATIC	30.7	4.3	209	44	£69960
2.0T (476) at AMG C 63 S e 4MT+	31.4	3.4	205	50	£100935
2.0 (200) auto C 220 d AMG Line	60.1	7.5	119	39	£47575
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	136	41	£54925

C-Class Estate - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.5	147	38	£47925
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	157	40	£55245
2.0T (313) auto C 300 e AMG Line	565.0	6.3	13	45	£57220
2.0T (408) auto AMG C 43 4MATIC	30.4	4.4	209	44	£71710
2.0T (476) at AMG C 63 S e 4MAT+	31.4	3.4	205	50	£102685
2.0 (200) auto C 220 d AMG Line	62.8	7.6	123	39	£49235
2.0 (265) at C 300 d AMG Li Prem	53.3	5.8	139	41	£56675

E-Class - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	43.5	7.5	148	42	£56650
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£65720
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£70845
3.0T (449) at E 53 Hyb 4MATIC+	313.9	3.8	21	50	£92120
2.0 (197) auto E 220 d AMG Line	58.9	7.6	125	42	£58300
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£67720
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	11	50	£72845
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£81095

E-Class Estate - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	41.5	7.8	155	42	£59720
2.0T (313) at E 300 e Urban Edition	470.8	6.5	14	50	£67970
2.0T (313) at E 300 e AMG Line P	470.8	6.5	14	50	£73095
3.0T (449) at E 53 Hyb 4MATIC+	282.5	3.9	23	50	£94370
2.0 (197) auto E 220 d AMG Line	56.5	7.9	131	42	£60650
2.0 (197) auto E 300 de Urban Ed	565.0	6.6	12	49	£69970
2.0 (197) at E 300 de AMG Line Pr	565.0	6.6	13	50	£75095
3.0 (367) at E 450 d AMG Li Pr 4MT	44.8	5.0	164	50	£83345

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69365
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74615
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82615
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105995

S-Class - 5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (299) at S 450 e L 4MT AMG Line	403.6	5.9	17	50	£111665
3.0 (449) at S 500 L 4MT AMG Line	32.8	4.7	195	50	£112895
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£119370
3.0 (517) at S 580 e Maybach	313.9	5.1	21	50	£174770
4.0 V8 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£181490
4.0 V8TT (802) auto AMG S 63 E Perf	35.8	3.3	179	50	£193525
6.0 V12 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£226595
3.0 (313) auto S 350 d L AMG Line	44.8	5.6	166	50	£100390
3.0 (367) at S 450 d L 4MT AMG Li	43.5	5.0	171	50	£105785

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) auto 350 AMG Line	409	6.7	0	50	£99845
118kWh (360) at 450+ AMG Line	481	6.2	0	50	£112620
118kWh (360) at 450 4MAT AMG Li	467	5.7	0	50	£115920

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£76320
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£81600
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£91960
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£77330
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£82610
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£88770
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88455

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) at EQV 300 Exec Long	222	12.1	0	44	£92255

GLA-Class - 4412-4436x1834-1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.8	10.0	148	29	£35880
1.3T (163) at 200 Sport Executive	43.5	8.9	148	29	£38065
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	24	40	£45630
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£55570
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£73330
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£39115
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£46990

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49760
67kWh (190) auto 250+ Urban Ed	346	8.6	0	44	£52020
67kWh (228) auto 300 4MT AMG Li	280	7.7	0	46	£53020

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	41.5	9.3	155	28	£40190
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£40420
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£48110

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52810
71kWh (190) auto 250+ Urban Ed	321	8.9	0	N/A	£55070
67kWh (228) auto 300 4MT AMG Li	271	8.0	0	29	£55320

GLC-Class - 4721-4749x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.2	6.2	167	42	£56495
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£59970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£64470
2.0T (443) at AMG GLC 43 4MATIC	27.2	4.5	236	45	£76715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£125185
2.0 (219) at 220 d 4MAT AMG Line	53.3	8.0	140	40	£54450
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£63895
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	12	49	£62220
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	12	49	£66720

GLC-Coupe - 4769-4792x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.7	6.3	167	43	£62220
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£70470
2.0T (443) at AMG GLC 43 4MATIC	27.4	4.5	231	45	£78715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£127185
2.0 (219) at 220 d 4MAT AMG Line	54.3	8.1	138	41	£60175
2.0 (291) at 300 d 4MT AMG L Prm	49.6	6.4	149	44	£68800

GLE-Class - 4926-4934x2015mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (375) at 400 e 4M Urban	94.2	6.1	69	47	£80490
3.0 Hyb (619) auto AMG 53 4MATIC+	67.3	4.7	95	50	£94835
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£96665
4.0 V8TT (612) at AMG 63 S 4MT+	22.4	3.9	287	50	£139350
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£78050
3.0 (389) at 450 d 4MAT Urban Ed	37.7	5.6	196	48	£82160
3.0 (329) at 350 de 4MAT Urban Ed	128.4	6.9	58	48	£78490

Seven seats: standard on GLE 300 d, GLE 450 d, AMG 53 non hybrid
AMG Line: add £5000 to Urban Ed

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	97.4	6.1	65	49	£83490
3.0 Hyb (619) auto AMG 53 4MATIC+	72.4	4.7	88	50	£103880
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£105790
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£148350
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	194	49	£85160
3.0 (389) at 350 de 4MT Urban Ed	134.5	6.9	55	49	£81490

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	378	6.9	0	50	£75505

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
91kWh (292) at 350 4MAT AMG Li Ed	342	6.6	0	50	£80005
96kWh (408) at 500 AMG Line Ed	365	5.0	0	50	£90570
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£115130

GLS-Class - 5209-5233x1956-2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	26.7	6.1	241	47	£114180
4.0 V8TT (579) at 600 Maybach	20.5	4.9	313	50	£182950
4.0 V8TT (579) at 600 May 1st Class	20.5	4.9	315	50	£187250
4.0 V8TT (634) at AMG 63 4MAT+	21.1	4.2	303	50	£158400
3.0 (367) at 450 d 4MAT AMG Line	33.6	6.1	222	50	£110800

Business Class: add £10000 to AMG Line

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	400	6.2	0	50	£129480
118kWh (544) at 580 4MAT AMG Li	400	4.8	0	50	£139480
118kWh (658) at 680 4MAT Maybach	374	4.4	0	50	£200870

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£150875
4.0 V8TT (605) auto AMG G 63	19.1	4.4	338	50	£189375
3.0 (387) auto G 450 d AMG Line	31.4	5.8	235	50	£141065
116kWh (587) at G 580 EQ AMG Line	280	4.7	0	50	£154870

Carbon Edition: add £10000 to AMG G 63 **Manufaktur Edition:** add £16500 to AMG G 63 **Magno Edition:** add £19000 to AMG G 63

CLE-Class Coupe - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.8	7.4	148	35	£47675
2.0T (258) at CLE 300 4MT AMG Li P	40.4	6.2	158	40	£57370
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£61620
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£68325
3.0T (471) at AMG CLE 53 4MATIC+	30.4	4.2	212	44	£75660
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£50075

CLE-Class Cabriolet - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£54495
2.0T (258) at CLE 300 4MT AMG Li P	39.2	6.6	167	44	£61370
3.0T (381) at CLE 450 4MT AMG Li P	35.3	4.7	180	46	£72325
3.0T (449) at AMG CLE 53 4MATIC+	29.4	4.4	218	47	£79660
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£56075

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (434) auto SL 43 Premium	31.4	4.7	206	50	£109910
2.0T (434) at SL 43 Premium Plus	31.4	4.7	215	50	£118910
4.0 V8TT (476) at SL 55 4MT Prem+	21.7	3.9	305	50	£152900
4.0 V8TT (585) at SL 63 4MT Prem+	21.7	3.6	305	50	£177150
4.0 V8TT (816) at SL 63 4MT S E Prf	28.3	2.9	228	50	£196740

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto GT 43 Premium	27.4	4.6	235	50	£105435
4.0 V8TT (476) at GT 55 4MT Prem	20.2	3.9	319	50	£142200
4.0 V8TT (585) at GT 63 4MT Prem	20.2	3.2	319	50	£163500
4.0 V8TT (612) at GT 63 4MT Pro	20.2	3.2	319	50	£179350
4.0 V8TT (816) at GT 63 4MT S E Perf	26.7	2.8	241	50	£186290

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£19245
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£21245

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£27245
64kWh (203) auto SE Long Range	281	7.9	0	28	£29745
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32745
77kWh (245) auto Extended Range	323	6.5	0	33	£36745
64kWh (435) auto XPower	239	3.7	0	40	£36745

IM5 - 4931x1960mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (295) auto Standard	304	6.8	0	46	£39450
100kWh (407) auto Long	441	4.9	0	50	£44995
100kWh (751) auto Performance	357	3.2	0	50	£48495

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	22	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	22	£24495

MGS5 EV - 4476x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (170) auto SE	211	8.0	0	29	£28495
64kWh (231) auto SE Long Range	298	6.3	0	34	£30995
64kWh (231) at Trophy Long Range	288	6.3	0	34	£33495

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

IM6 - 4931x1960mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (407) auto Long	388	5.4	0	48	£47995
100kWh (751) auto Performance	313	3.5	0	50	£50995
100kWh (751) auto Launch Edition	313	3.5	0	50	£52995

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£25265
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£27465
2.0T (204) auto S Classic	45.6	6.6	140	25	£28265
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£30465
2.0T (231) auto John Cooper Works	43.5	6.1	147	27	£33815
41kWh (184) auto E Classic	190	7.3	0	20	£26905
41kWh (184) auto E Exclusive	190	7.3	0	20	£29105
54kWh (218) auto SE Classic	250	6.7	0	26	£29905
54kWh (218) auto SE Exclusive	250	6.7	0	26	£32105
54kWh (258) at John Cooper Works	250	5.9	0	26	£35455

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	21	£26265
1.5T (156) auto C Exclusive	46.3	8.0	137	22	£28465
2.0T (204) auto S Classic	44.8	6.8	142	24	£29265
2.0T (204) auto S Exclusive	44.8	6.8	142	25	£31465

Sport: add £1300 to Exclusive

Cooper Convertible - 3879x1744mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (163) auto C Classic	43.5	8.2	147	23	£28715
2.0T (163) auto C Exclusive	43.5	8.2	148	23	£30915
2.0T (204) auto S Classic	42.8	6.9	149	27	£31715
2.0T (204) auto S Exclusive	42.8	6.9	149	27	£33915
2.0T (231) auto John Cooper Works	40.9	6.4	156	29	£37535

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£28905
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£31105
49.2kWh (218) auto SE Classic	251	7.1	0	23	£31905
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£34105
49.2kWh (258) at J Cooper Works	242	6.4	0	24	£36905

Sport: add £1300 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29100
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31600
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£35100
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£38420
2.0T (300) at J Cooper Works ALL4	36.2	5.4	177	30	£42750
64.6kWh (204) auto E Classic	286	8.6	0	23	£33005
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£35505
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£39005
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£41505

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Micra - 3974x1830mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (122) auto Engage	198	8.0	0	19	£22995
40kWh (122) auto Advance	198	8.0	0	19	£24995
52kWh (150) auto Advance	260	9.0	0	22	£26995
52kWh (150) auto Evolve	260	9.0	0	22	£29865

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 27th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£24045
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£26045
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25545
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27545
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29575

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Leaf - 4350x1810mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (218) auto Engage	375	7.6	0	N/A	£35999
75kWh (218) auto Engage+	358	7.6	0	N/A	£36899
75kWh (218) auto Advance	356	7.6	0	N/A	£37999
75kWh (218) auto Evolve	340	7.6	0	N/A	£39999

Qashqai - 4394x1806mm
Euro NCAP: ★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30615
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£35005
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£31335
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35725
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32935
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37625
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39820
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34860
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39730

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£36225
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£42290
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37770
1.5 e-Power (204) auto N Trek	48.7	8.0	130	26	£43780
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43935
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£40070
1.5 e-Power (213) at N TrekAWD	44.8	7.0	141	30	£45980
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£46135

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39655
63kWh (217) auto Advance	250	7.5	0	30	£43155
87kWh (242) auto Engage	330	7.6	0	34	£44655
87kWh (242) auto Advance	329	7.6	0	34	£48155
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50855
87kWh (435) auto Nismo 4WD	261	5.1	0	41	£56630

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4373x1824mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Knight	31.2	10.1	168	27	£23990
1.6T (147) auto Noble	31.2	10.1	168	28	£27490
61kWh (211) auto Knight	267	7.2	0	33	£33065
61kWh (211) auto Noble	267	7.2	0	33	£34564

Omoda 7 - 4660x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Knight	31.2	7.9	170	N/A	£29915
1.5T PHEV (204) auto Knight	N/A	8.4	23	N/A	£32000
1.5T PHEV (204) auto Noble	N/A	8.4	23	N/A	£35000

Omoda 9 - 4775x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T PHEV (449) auto Noble	47.1	4.9	38	45	£44990

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Style	58.2	10.1	114	22	£20495
1.2 PureTech (100) Allure	58.2	10.1	114	21	£25145
1.2 PureTech (100) GT	58.2	10.1	121	21	£27295
1.2 Hybrid (110) auto Allure	65.9	9.8	103	23	£26950
1.2 Hybrid (110) auto GT	65.9	9.8	105	23	£29100
1.2 Hybrid (145) auto GT	65.0	8.1	105	28	£30300
50kWh (136) auto Allure	219	8.1	0	28	£30150
50kWh (136) auto GT	219	8.1	0	31	£32300
51kWh (156) auto Allure	263	8.2	0	28	£30950
51kWh (156) auto GT	261	8.2	0	31	£33100

GT Premium: add £1500 to GT, add £1800 to GT EVs

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	62.6	9.3	110	22	£29995
1.2T Hybrid (145) auto GT	62.6	9.3	111	22	£32095
1.6 PHEV (195) auto Allure	148.1	7.9	50	28	£35095
1.6 PHEV (195) auto GT	148.1	7.9	51	29	£37195
54kWh (156) auto Allure	267	9.8	0	26	£30995
54kWh (156) auto GT	267	9.8	0	26	£32995

308 SW: add £1200, **GT Premium:** add £1300 to GT

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	58.8	10.2	114	20	£35565
1.2T Hybrid (145) auto GT	58.8	10.2	114	22	£38885
1.6 PHEV (225) auto Allure	313.9	7.5	19	29	£41610
1.6 PHEV (225) auto GT	313.9	7.5	19	31	£44930
58kWh (210) auto Allure	280	7.6	0	33	£36710
58kWh (210) auto GT	280	7.6	0	34	£38605

GT Premium: add £3230

e-Rifter - 4405-4755x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (136) auto Allure	199	11.3	0	22	£32350
52kWh (136) auto GT	199	11.3	0	22	£35295
52kWh (136) auto Allure Long	199	11.3	0	23	£33250
52kWh (136) auto GT Long	199	11.3	0	23	£36195

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Combi	217	14.3	0	38	£36990
75kWh (136) auto Active	217	14.3	0	38	£42595
75kWh (136) auto Combi Long	217	14.3	0	40	£37890
75kWh (136) auto Active Long	217	14.3	0	40	£43495

Allure: add £5325 to Active

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	52.7	10.8	129	16	£29240
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£32095
1.2 Hybrid (145) auto Allure	62.1	8.3	112	23	£32870
54kWh (156) auto Allure	247	9.1	0	26	£35400

GT: add £2150 to Allure (not PureTech 100), **GT Premium:** add £1550 to GT

3008 - 4542x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	52.5	10.2	121	22	£37790
1.6 PHEV (195) auto Allure	356.2	7.8	55	32	£40860
73kWh (210) auto Allure	326	8.8	0	32	£46060
73kWh (325) at Dual Motor GT Prem	306	6.5	0	42	£54590
97kWh (230) auto Allure	435	8.7	0	34	£48760

GT: add £2950-£3530 to Allure,
GT Premium: add £2150 to GT

5008 - 4791x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£40470
1.6 PHEV (195) auto Allure	356.2	8.3	23	35	£43360
73kWh (210) auto Allure	310	9.7	0	33	£48560
73kWh (325) at Dual Motor GT Prem	291	6.0	0	40	£57290
97kWh (230) auto Allure	414	9.6	0	35	£51260

GT: add £2950-£3530 to Allure,
GT Premium: add £2150 to GT

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	344	6.2	0	34	£45160
82kWh (295) auto Long Range	408	5.9	0	35	£49160
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£53160
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	395	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	352	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (435) auto	422	4.8	0	50	£88200
97kWh (598) auto 4S	400	3.7	0	50	£96200
97kWh (700) auto GTS	394	3.3	0	50	£118200
97kWh (884) auto Turbo	391	2.7	0	50	£135200
97kWh (952) auto Turbo S	393	2.4	0	50	£162200
97kWh (1034) auto Turbo GT	347	2.3	0	50	£189200
97kWh (1034) at T GT Weissach	345	2.2	0	50	£189200

Sport Turismo: add £1000 (not Turbo GT/Turbo GT Weissach)

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (598) auto 4S	381	3.8	0	50	£99200
97kWh (884) auto Turbo	373	2.8	0	50	£138200
97kWh (952) auto Turbo S	373	2.5	0	50	£165200

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£89400
2.9 V6 (353) auto 4	27.7	5.0	230	50	£92400
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£99100
2.9 V6 (544) auto 4S E-Hybrid	256.8	3.7	24	50	£110200
4.0 V8 (500) auto GTS	23.5	3.8	274	50	£131700
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£151500
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£175100

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£56000
2.0T (265) auto T	28.0	6.2	229	39	£61000
3.0 V6 (380) auto S	25.4	4.8	251	42	£63000
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£75000

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	44	£68500
100kWh (408) auto 4	381	5.2	0	46	£71200
100kWh (516) auto 4S	377	4.1	0	48	£76900
100kWh (639) auto Turbo	367	3.3	0	50	£96900

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£77500
4.0 V8TT (474) auto S	22.8	5.0	282	48	£93000
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£107600
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£86300
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£95200
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£140600

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£81900
4.0 V8TT (474) auto S	22.6	4.7	284	50	£98400
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£109200
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£89600
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£100000
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£146000
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£166100

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.1	3.9	229	50	£103700
3.0TT (394) Carrera T	27.1	4.5	237	50	£115400
3.0TT (480) Carrera S	27.7	3.3	232	50	£120500
3.6TT (541) auto Carrera GTS	27.2	3.0	236	50	£137900
3.6TT (541) auto Carrera 4 GTS	27.1	3.0	236	50	£144400
4.0 (510) GT3	20.7	3.9	310	50	£158200
4.0 (510) auto GT3	20.5	3.4	312	50	£158200
4.0 (525) auto GT3 RS	21.4	3.2	299	50	£192600

GT3 Touring: same price as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.5	4.1	234	50	£113700
3.0TT (394) Carrera T	26.4	4.7	243	50	£125400
3.0TT (394) auto Carrera S	27.2	3.5	236	50	£130500
3.6TT (541) auto Carrera GTS	26.6	3.1	241	50	£147900
3.6TT (541) auto Carrera 4 GTS	26.6	3.1	241	50	£154400
3.6TT (541) auto Spirit 70	26.5	3.1	242	50	£187700

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	192	9.0	0	18	£22995
40kWh (120) auto Techno	191	9.0	0	19	£24995
40kWh (120) auto Iconic Five	190	9.0	0	22	£26995
52kWh (150) auto Techno	252	8.0	0	22	£26995
52kWh (150) auto Iconic Five	251	8.0	0	22	£28995
52kWh (150) auto Roland Garros	252	8.0	0	22	£29995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18995
1.0 TCe (90) Techno	53.3	12.2	119	11	£20595

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£22195
1.6 E-Tech (145) auto Evolution	65.7	9.3	95	15	£21895
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23495
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£25095

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Techno Comfort	285	7.5	0	26	£32495
60kWh (220) at Techno Esprit Alpine	282	7.5	0	25	£34995
60kWh (220) at Iconic Esprit Alpine	281	7.5	0	26	£36995

4 E-Tech - 4144x1808mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (150) auto Evolution	247	8.2	0	28	£26995
52kWh (150) auto Techno	244	8.2	0	27	£28995
52kWh (150) auto Iconic	243	8.2	0	28	£30995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.9	13.3	133	11	£22195
1.0 TCe (90) Techno	47.9	13.3	133	11	£23995
1.8 E-Tech (160) auto Evolution	61.4	8.9	103	16	£25195
1.8 E-Tech (160) auto Techno	61.4	8.9	104	16	£26995
1.8 E-Tech (160) auto Esprit Alpine	60.1	8.9	105	17	£28795

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 TCe (140) auto Techno	47.9	11.2	133	16	£27395
1.8 E-Tech (160) auto Techno	65.7	9.1	97	19	£29795
1.8 E-Tech (160) at Techno Alpine	65.7	9.1	97	19	£31795
1.8 E-Tech (160) at Iconic Alpine	65.7	9.1	97	20	£33795

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87kWh (220) auto Techno	379	7.9	0	32	£37195
87kWh (220) at Techno Esprit Alpine	372	7.9	0	32	£39995
87kWh (220) at Iconic Esprit Alpine	369	7.9	0	32	£42195

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	61.4	8.4	105	21	£34195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	106	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	105	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	470.8	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	22	£31500
63kWh (204) auto 60 SE L	265	7.7	0	27	£33350
63kWh (204) auto 60 Edition	265	7.7	0	27	£34450
63kWh (204) auto 60 SportLine	263	7.7	0	28	£37400
82kWh (286) auto 85 Edition	360	6.4	0	32	£38650
82kWh (286) auto 85 SportLine	355	6.4	0	34	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pure	193	6.7	0	30	£29960
49kWh (272) auto Pro	193	6.7	0	30	£32960
66kWh (272) auto Pro+	261	6.7	0	30	£36960
66kWh (272) auto Premium	273	6.7	0	31	£39660
66kWh (428) auto Brabus	248	3.9	0	37	£44960

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£33960
66kWh (272) auto Pro+	270	5.8	0	34	£37960
66kWh (272) auto Premium	283	5.8	0	36	£40660
66kWh (272) auto Anniversary Ed	283	5.8	0	36	£40960
66kWh (428) auto Brabus	258	3.7	0	41	£46460

#5 - 4695x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
76kWh (340) auto Pro	288	6.9	0	41	£39800
100kWh (363) auto Pro+	366	6.5	0	42	£43800
100kWh (363) auto Premium	366	6.5	0	43	£47300
100kWh (588) auto Pulse	335	4.9	0	44	£47300
100kWh (588) auto Summit Edition	335	4.9	0	45	£48800
100kWh (646) auto Brabus	335	3.8	0	46	£51800

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

e Vitara - 4275x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (144) auto Motion	213	9.6	0	20	£26249
61kWh (174) auto Motion	264	8.7	0	23	£29249
61kWh (174) auto Ultra	264	8.7	0	23	£30449
61kWh (183) auto Motion 4x4	245	7.4	0	27	£31249
61kWh (183) auto Ultra 4x4	245	7.4	0	28	£34049

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** 15th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3776x1740mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	76.4	9.2	87	N/A	£21595
1.5 VVT-i Hybrid (116) auto Design	76.4	9.2	87	N/A	£23695
1.5 VVT-i Hybrid (116) auto Excel	76.4	9.2	87	N/A	£26045
1.5 VVT-i Hybrid (116) auto GR Sport	76.4	9.2	87	N/A	£26895

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	68.9	9.7	92	13	£23445
1.5 VVT-i Hybrid (116) auto Design	68.9	9.7	91	14	£24495
1.5 VVT-i Hybrid (130) auto Excel	67.3	9.2	95	16	£28195
1.5 VVT-i Hybrid (130) auto GR Sport	67.3	9.2	96	15	£29645

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (276) GR Yaris	32.5	5.2	197	43	£46045
1.6T (276) auto GR Yaris	29.7	N/A	215	43	£47545
1.6T (276) GR Yaris Ogier/Rovanpera	32.5	5.2	197	44	£61750

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30795
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32445
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33745
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34545
2.0 VVT-i Hybrid (178) auto Icon	64.2	7.4	101	21	£32595
2.0 VVT-i Hybrid (178) auto Design	62.8	7.4	105	21	£34195
2.0 VVT-i Hybrid (178) at GR Sport	61.4	7.4	106	21	£35495
2.0 VVT-i Hybrid (178) auto Excel	61.4	7.4	106	22	£36295

Touring Sports estate: add £1350

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37895
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39995

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Short	160	11.2	0	18	£31995
50kWh (136) auto Design Short	160	11.2	0	19	£36595
50kWh (136) auto Icon Long	160	11.2	0	19	£33245

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45895
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49395
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46595
75kWh (136) at Design Prem Lng 8st	143	12.1	0	N/A	£53895
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55995

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	101	11	£26495
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	103	12	£28295
1.5 VVT-i Hybrid (130) auto Design	62.8	10.7	102	14	£28595
1.5 VVT-i Hybrid (130) auto Excel	62.8	10.7	109	14	£32045
1.5 VVT-i Hybrid (130) at GR Sport	62.8	10.7	109	14	£32245
1.5 VVT-i Hyb (130) at AWD Excel	55.4	11.3	115	14	£34445

Urban Cruiser - 4285x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (144) auto Icon	213	9.6	0	N/A	£29995
61kWh (174) auto Design	264	8.7	0	N/A	£33495
61kWh (174) at AWD Excel	264	8.7	0	N/A	£35745

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31645
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£35045
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38745
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£41245
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39340
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£43095
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£44045

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
57.7kWh (167) auto Icon FWD	275	8.6	0	32	£39995
73.1kWh (224) auto Design FWD	352	7.4	0	36	£45795
73.1kWh (343) auto Excel AWD	292	5.1	0	41	£51545

Excel: add £3200 to Design FWD

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	36	£45395
2.5 VVT-i PHV (306) at GR Spt AWD	282.4	6.0	22	37	£50245

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	282	49	£80740

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	248	45	£44195
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	250	45	£48245
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£45345
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	265	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£76150

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (110) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (110) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (145) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (145) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (145) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (145) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (145) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (145) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (145) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	£21470
1.0 TSI (95) Life	55.2	10.8	116	8	£22410
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24810
1.0 TSI (95) Edition 50	51.7	10.8	124	11	£26350
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23845
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27470
1.0 TSI (115) auto Black Edition	50.0	9.8	129	11	£27970
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30740

Match: add £690 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.6	9.9	121	17	£28150
1.5 TSI (115) Match	52.8	9.9	122	17	£28325
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	52.0	8.6	124	21	£29465
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31490
1.5 eTSI (150) auto Match	54.9	8.4	117	22	£31065
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£33090
1.5 TSI PHEV (204) auto Match	1084.1	7.2	6	26	£36420
1.5 TSI PHEV (272) auto GTE	863.2	6.6	8	30	£40140
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40875
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£43215
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£45800
2.0 TDI (115) Match	64.6	10.2	115	19	£30120
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34890

Estate: add £1350 (not PHEV/GTI)
Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	20	£30860
58kWh (204) auto Pro Essential	269	7.6	0	26	£35740
77kWh (204) auto Pro S Essential	346	8.2	0	30	£39230
79kWh (326) auto GTX Performance	369	5.7	0	34	£46325

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	52.6	9.2	122	25	£39950
1.5 eTSI (150) auto Elegance	52.3	9.2	123	26	£43045
1.5 eTSI (150) auto R-Line	50.9	9.2	126	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47715
1.5 TSI PHEV (204) auto Life	904.6	8.1	7	30	£44555
1.5 TSI PHEV (204) auto Elegance	882.5	8.1	7	32	£47650
1.5 TSI PHEV (204) auto R-Line	789.5	8.1	8	32	£48900
1.5 TSI PHEV (272) auto Elegance	853.3	7.1	8	34	£50370
1.5 TSI PHEV (272) auto R-Line	760.9	7.1	8	34	£51420

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match Plus	380	6.5	0	38	£51005
86kWh (286) auto Pro S Match Plus	433	6.6	0	39	£54490
86kWh (340) auto 4MOTION GTX+	364	5.4	0	41	£59110

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match Plus	372	6.6	0	38	£51795
86kWh (286) auto Pro S Match Plus	422	6.7	0	38	£55280
86kWh (340) auto 4MOTION GTX+	357	5.5	0	41	£59900

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59135
79kWh (286) auto Style SWB	277	7.6	0	40	£63935
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67535
86kWh (286) auto Life LWB	293	7.9	0	37	£59645
86kWh (286) auto Style LWB	286	7.9	0	40	£64445
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£68045

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£29113
1.5 TSI (116) California SWB	42.2	11.9	153	8	£36215
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£35129
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£38447
2.0 TDI (102) SWB	53.3	13.5	140	9	£30757
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£33655
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£34303
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£37201
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI PHEV (245) at 4MOT Life	353.1	9.0	19	36	£54525
1.5 TSI PHEV (245) at 4MOT Style	313.9	9.0	19	36	£65385
1.5 TSI PHEV (245) at 4MT Life Long	313.9	9.0	19	37	£56001
1.5 TSI PHEV (245) at 4MT Styl Long	313.9	9.0	20	37	£66825
2.0 TSI (204) auto Style	31.7	9.0	202	26	£66925
2.0 TSI (204) auto Style Long	31.7	9.0	203	27	£66925
2.0 TDI (150) auto Life	43.5	11.6	172	26	£49913
2.0 TDI (150) auto Style	43.5	11.6	171	30	£61411
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£51371
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£62869

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (163) auto 600 3.5t	26.2	N/A	285	N/A	£84151
2.0 TDI (163) auto 600 3.88t	25.9	N/A	286	N/A	£84820
2.0 TDI (163) auto 680 3.88t	25.9	N/A	287	N/A	£86896
2.0 TDI (163) auto 4MOT 680 3.88t	N/A	N/A	N/A	N/A	£94840

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	53.2	11.1	121	12	£24770
1.0 TSI (115) Life	53.0	9.9	121	14	£25605
1.0 TSI (115) Black Edition	51.3	9.9	126	14	£29770
1.0 TSI (115) auto Life	51.1	10.2	126	14	£27200
1.0 TSI (115) auto Style	50.4	10.2	128	14	£30140
1.0 TSI (115) auto R-Line	50.5	10.2	127	14	£31095
1.5 TSI (150) auto R-Line	48.8	8.2	132	22	£32640

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.5	11.3	125	9	£25425
1.0 TSI (115) Life	51.5	10.1	125	10	£26270
1.0 TSI (115) Style	50.5	10.1	127	10	£29080
1.0 TSI (115) R-Line	50.6	10.1	127	10	£29965
1.0 TSI (115) auto Life	49.7	10.3	129	10	£27880
1.0 TSI (115) auto Style	49.0	10.3	131	10	£30790
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£31765
1.5 TSI (150) auto Style	47.2	8.4	136	16	£32240
1.5 TSI (150) auto R-Line	47.4	8.4	135	16	£33175

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£29410
1.5 TSI (150) Life	47.3	8.4	136	17	£30980
1.5 TSI (150) Style	47.4	8.4	136	17	£33900
1.5 TSI (150) auto Life	46.8	8.3	138	18	£32720
1.5 TSI (150) auto Style	46.8	8.3	137	18	£35640
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£45465

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115)
Black Edition: add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£35675
1.5 TSI (150) Style	45.1	10.0	142	19	£37190
1.5 TSI (150) R-Line	45.5	10.0	141	19	£39810
1.5 TSI (150) auto Style	44.9	9.4	143	20	£38890
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£41510

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Match	222	9.0	0	23	£39590
77kWh (286) auto Pro Match	347	6.7	0	33	£44440
77kWh (286) at 4MOTION Pro Match	325	6.6	0	39	£46120
79kWh (340) auto 4MOTION GTX Ed	321	5.4	0	39	£52245

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Match	227	8.9	0	25	£41090
77kWh (286) auto Pro Match	344	6.7	0	35	£45900
79kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	£53745

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Life	47.5	10.2	135	18	£37230
1.5 TSI (130) auto Match	47.4	10.2	135	18	£37525
1.5 TSI (150) auto Match	47.6	9.1	135	21	£38325
1.5 TSI (150) auto Elegance	47.7	9.1	135	22	£40720
1.5 TSI (150) auto R-Line	45.9	9.1	140	22	£41125
1.5 TSI PHEV (204) auto Match	740.5	8.2	9	27	£42960
1.5 TSI PHEV (204) auto Elegance	751.4	8.2	9	28	£45355
1.5 TSI PHEV (204) auto R-Line	660.5	8.2	10	28	£45760
1.5 TSI PHEV (272) auto R-Line	665.3	7.2	10	31	£48480
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	177	29	£46820
2.0 TSI (265) auto 4MOTION R-Line	33.7	5.9	191	32	£50340
2.0 TDI (150) auto Match	52.1	9.4	142	22	£39515
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£41910
2.0 TDI (150) auto R-Line	50.8	9.4	146	23	£42315

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	46.5	9.4	139	25	£40130
1.5 TSI (150) auto Elegance	46.5	9.4	138	25	£42700
1.5 TSI (150) auto R-Line	45.0	9.4	150	25	£43105
1.5 TSI PHEV (204) auto Life	733.1	8.6	9	30	£44015
1.5 TSI PHEV (204) auto Elegance	735.7	8.6	9	30	£46585
1.5 TSI PHEV (204) auto R-Line	634.7	8.6	10	30	£46990
1.5 TSI PHEV (272) auto R-Line	631.5	7.3	10	33	£49710
2.0 TSI (204) auto 4MOTION R-Line	35.6	9.7	180	22	£49150
2.0 TSI (265) auto 4MOTION R-Line	32.9	9.7	195	22	£52320
2.0 TDI (150) auto Life	50.9	9.7	145	22	£41320
2.0 TDI (150) auto Elegance	50.9	9.7	145	22	£43890
2.0 TDI (150) auto R-Line	49.3	9.7	150	22	£44295

Match: add £1300 to Life PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (462) at 4MOT R Final	115.4	5.2	56	49	£81455
3.0 V6 TDI (286) auto 4MOT Final Ed	34.4	6.4	215	45	£72535

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£43030
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£44688
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£53686
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£56836
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£59674
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£60682

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43940
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48390
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£51310
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57760

ES90 - 5000x2054mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
92kWh (333) at Single Motor Plus	401	6.6	0	44	£69760
92kWh (333) at Single Motor Ultra	400	6.6	0	45	£79160
106kWh (449) at Twin Motor Ultra	435	5.4	0	48	£83360
111kWh (680) at Tw Mot Perf Ultra	435	4.0	0	50	£87960

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62410
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70910

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£33060
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35160
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37260
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39860
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43360
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42360
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45860
69kWh (428) auto Twin Motor XC	265	3.4	0	41	£47060

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52410
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54160
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58410
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57660
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61910
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59660
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63160

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£46260
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52410
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£48010
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54160
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58410
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57660
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61910
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59610
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63160

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36840
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£40090
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45910
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£41240
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£47060

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	37.6	6.5	170	34	£48410
2.0 B5 (250) auto Plus AWD	37.6	6.5	172	34	£53740
2.0 B5 (250) auto Ultra AWD	37.6	6.5	179	34	£62740
2.0 T6 PHEV (350) auto Core AWD	313.4	5.4	22	22	£55360
2.0 T6 PHEV (350) auto Plus AWD	313.4	5.4	22	22	£59860
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68860

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	37	£65450
2.0 B5 (250) auto Plus AWD	32.8	7.3	195	38	£70450
2.0 B6 (250) auto Ultra AWD	32.8	7.3	199	39	£76950
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	42	£72760
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	42	£77760
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	43	£84260

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
104kWh (279) auto Single Plus	380	8.0	0	50	£82660
111kWh (408) auto Twin Motor Plus	385	4.7	0	50	£89560
111kWh (408) at Twin Motor Ultra	375	5.7	0	50	£96360
111kWh (517) at Tw Motor Perf Ult	375	4.7	0	50	£99960

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4758x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.5kWh (251) auto Standard Range	292	6.9	0	N/A	£39990
80.8kWh (296) auto Long Range	326	6.7	0	N/A	£44990
80.8kWh (486) at AWD Performance	317	4.1	0	N/A	£49990

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> **"THE BBC'S LACK OF ENTHUSIASM FOR – AND INTEREST IN – CARS, NEVER MIND THE CIRCA 60 MILLION ADULTS AND CHILDREN WHO TRAVEL IN THEM, IS PALPABLE"**

CREDIT where it's due, let's celebrate the fact that Britain punches well above its weight when creating great, internationally recognised companies, brands, public services and institutions. Trouble is, we're not so good at running them, are we?

A sick NHS, the death of high street banks and flagship stores, an unfit-for-purpose water industry plus our broken political, justice and other 'systems' are just a few examples of how Britain has stupidly pressed the self-destruct button.

The mindless murder (or was it in-house suicide?) of the MG Rover Group and several globally famous, now defunct brands should have taught us much. But I fear we've learned next to nothing from that truly tragic automotive debacle, which decimated the once vibrant, now relatively inactive English Midlands.

Just as Rover once was, the British Broadcasting Corporation is now a complacent, under-performing business that's had more than its fair share of controversies, scandals and public funding, while failing to understand or see off its rivals. The BBC is highly unlikely to die as the Longbridge car giant did. But it is yet another British institution dogged by PSDBS (Pressing the Self-Destruct Button Syndrome).

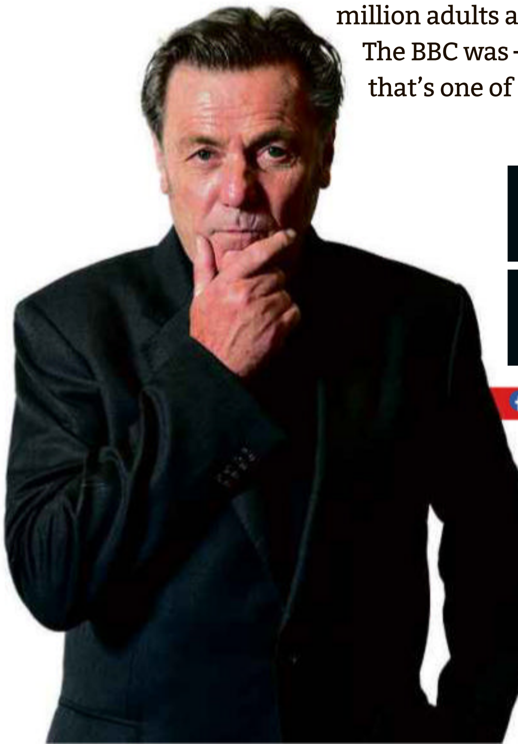
After suffering its worst ever viewing figures last Christmas, there's further tragic news for the Beeb as its UK audience figures are now – officially – lower than YouTube's.

The relationship between the BBC, the motorist and the motoring/motorsport worlds used to be extensive, helpful, occasionally life-saving. Regular public service broadcasts reminded us of the dangers of drunk-driving and not wearing seatbelts. Tomorrow's World with Raymond Baxter and the numerous programmes produced by Andy Wilman (formerly of this parish) showed us the cars, tech, trends and countries to look out for. Live F1 races with Murray Walker's legendary commentaries were unmissable, as were brilliant documentaries, from Rover – The Long Goodbye to Car Crash: The DeLorean Story.

Even this humble, freelance journalist was invited in to talk on Beeb stations about the launch of Auto Express; to challenge the road toll ambitions of then Transport Secretary Alistair Darling, with John Humphrys chairing the broadcast; and to debate with Jeremy Paxman during a motoring-themed edition of Newsnight the pros and cons of cars and road building. I even contributed to Radio 4's drivetime show, aptly named Going Places.

These days the BBC is unhealthily obsessed with game shows and programmes about property, gardening, cooking, antiques and buying or repairing old junk. The Beeb's lack of enthusiasm for – and interest in – cars, never mind the circa 60 million adults and children who travel in them, is palpable.

The BBC was – but is no longer – a friend of the motorist. And that's one of the reasons why YouTube has just overtaken it.



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New 2025 Exclusive model with MBUX Multimedia System, Parking Package, 360° Camera, Tri-Zone Climate Control & Burmester Surround Sound

Brotherwood Klastar Conversion Includes:

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- ☑ Up to 6 Seats + Wheelchair
- ☑ PAWRS Powered Loading System - No Pushing Required
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